Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

262

AGENCY NAME:

ODot

SERIES TITLE:

Construction Contracts

FIRST RECORD ON REEL:

10,130
(1985)

REDUCTION RATIO:

21X

1985 Clatskanie River Br. Sec. 10,130
of Park St. in Clatskanie.
(Grading, paving & structure)

C&A 8270 11-9-84

C&A 10,185 9-17-85

10,130

Oregon Department of Transportation

INVOICE

PAGE NO.	1
BILLING DATE	10/11/89 23:08
REPORT NO.	FMBL824-1

TO ENSURE PROPER CREDIT, RETURN THIS FORM WITH YOUR REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

CITY OF CLATSKANIE
CITY ADMINISTRATOR - BILL MCDONALD
PO BOX 9
CLATSKANIE OR 97016

FOR INFORMATION CONCERNING
THIS INVOICE CALL:
(503)378-6578

AGENCY	T/C	CURR. DOC.	DOC. DATE	VENDOR NO./SUFFIX	UNIT
02	350			54158 -00	9901

ACCOUNT	REVENUE SOURCE	AGENCY SOURCE	CUSTOMER AMOUNT DUE	CUSTOMER AMOUNT REMITTED	REV	CUSTOMER REFERENCE
RVF03797-000 02	844010	20	454.05			8270

Mailed
10-16-89

AMOUNT DUE	$454.05

734-1150A(11-88)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: JANUARY 3, 1989

CITY: CLATSKANIE AGREEMENT NO: 8270 PROJECT NO: BROS-501(1 & 2)

CONTRACT NO: 10130 SECTION: CLATSKANIE R. (PARK ST.) BR.

PRELIMINARY ENGINEERING PREFIX C305-1911:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 1,401.71	$
Metro Region Location	1,343.46	
Consultant Engineer	17,700.00	
Bridge Section	177.53	
Final Design	360.01	
Utility Liaison	28.70	
Location Section	6.64	
Program Section	21.48	
Specifications	976.39	
Base Design	6.99	
Hydraulics	116.37	
Total P.E. Cost	$ 22,139.28	$ -0-

CONSTRUCTION PREFIX C10130:

Payment to Contractor	$ 224,154.27	$
Payment to City of Clatskanie	5,546.02	
Interest on Final Payment		499.03
Payment to Consultant	23,418.05	
Audit Services	1,220.48	
Construction Section	669.37	
Project Manager	535.08	222.93
Metro/Region Office	2,401.36	
Technical Services	982.36	
Utility Liaison	50.97	
Program Section	208.02	
Material Testing	4,845.79	
Permit Preparation	10.55	
Total Construction Cost	$ 264,042.32	$ 721.96

SUMMARY

Participating P.E. Cost	$ 22,139.28
Participating Const. Cost	264,042.32
Total Participating Cost	$ 286,181.60

FEDERAL FUNDS

P.E. (80%)	$ 17,711.42	
Const. (80%)	211,233.85	(228,945.27)
Subtotal		$ 57,236.33
Less State Share of Const. Cost		(26,404.24)
Plus Nonparticipating City Cost		721.96
Less City's Advance Deposits:		
P.E. AD #84-123	$ 6,800.00	
Const. AD #85-103	16,100.00	
Const. AD #85-110	8,200.00	(31,100.00)
BALANCE DUE FROM CITY		$ 454.05

MKS:bkw

10,130

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: JANUARY 3, 1989

CITY: CLATSKANIE AGREEMENT NO: 8270 PROJECT NO: BROS-501(1 & 2)

CONTRACT NO: 10130 SECTION: ClATSKANIE R. (PARK ST.) BR.

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Consultant Engineer	17,700.00	
Bridge Section	177.53	
Final Design	360.01	
Utility Liaison	28.70	
Location Section	6.64	
Program Section	21.48	
Specifications	976.39	
Base Design	6.99	
Hydraulics	116.37	
Total P.E. Cost	$ 22,139.28	$ -0-

CONSTRUCTION PREFIX C10130:

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Payment to City of Clatskanie	5,546.02	
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Payment to Consultant	23,418.05	
Audit Services	1,220.48	
Construction Section	669.37	
Project Manager	535.08	222.93
Metro/Region Office	2,401.36	
Technical Services	982.36	
Utility Liaison	50.97	
Program Section	208.02	
Material Testing	4,845.79	
Permit Preparation	10.55	
Total Construction Cost	$ 264,042.32	$ 721.96

SUMMARY

Participating P.E. Cost	$ 22,139.28
Participating Const. Cost	264,042.32
Total Participating Cost	$ 286,181.60

FEDERAL FUNDS

P.E. (80%)	$ 17,711.42	
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P.E. AD #84-123	$ 6,800.00	
Const. AD #85-103	16,100.00	
Const. AD #85-110	8,200.00	(31,100.00)
BALANCE DUE FROM CITY		$ 454.06

MKS:bkw

jc cc: OSHD (D. Forbes)

STATE COPY

10.130

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

10130

REGION NO. 10	REPORT NO. 1	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT July 18, 1988	REPORT MADE BY Kenneth E. Husby, Construction Engineer		PROJECT NO. BROS-0501(2)
COMPLETION DATE (Actual) March 4, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY April 27, 1988	TIME ELAPSED 100%	CONTRACT TIME 120 CD

LOCATION

Clatskanie River Bridge Section of Park Street in Clatskanie.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Construction of Bridge No. 8403A.
   Length: 111.2 feet. Roadway Width: 24 feet with two 4.5 foot sidewalks.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Columbia Pacific Construction Co.

3. Contract Amount: $224,154.27

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) Kenneth E Husby

Title Construction Engineer

* A final inspection was performed by T. Lowe on 6/29/86.

* Total project cost is within the revised project agreement estimate. by 8-16

RECEIVED
STATE HWY ENGR
AUG 12 '88
REFER TO Husby
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Edward C. Fischer		SIGNATURE	
TITLE Assistant Area Engineer	DATE 8/2/88	TITLE District Engineer A	DATE 8-9-88

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,130

May 12, 1988

CON 5 - 10,130

Fidelity & Deposit Co.
of Maryland
P. O. Box 489
Portland, OR 97207

Contract No. 10,130 awarded to Columbia Pacific Construction Co. for work on the Clatskanie River Bridge on Park Street in Columbia County was completed on June 12, 1986, and accepted by the State Highway Division on April 27, 1988.

Final payment in the amount of $3,474.59 will be released to the contractor after May 17, 1988. The total contract amount is $224,154.27 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co.
of Maryland
P. O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

10,130

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10130

TO: Manager
Commission Services

DATE: April 27, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10130, On Site Work Substantially Completed March 4, 1986

All Work Completed June 12, 1986

Project Clatskanie River (Clatskanie) Bridge

Highway Park Street

County Columbia

Type of Work Grade, Pave, and Structure

Contractor Columbia Pacific Construction

BMW:hh

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY WRITTEN 5/12/88

RECEIVED
MAY 05 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10130

5

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
APR 19 1988

DATE: April 5, 1988

In Reply Refer to
File No.:
CON

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY
DONALD E. FORBES

FROM: Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Clatskanie River Bridge (Clatskanie) Section
Park Street (City Street), Columbia County
Contract No. 10130

This project is complete and a final compilation of all the costs shows an overrun of $21,300 or 8.7 percent.

This is a result of several additions and changes in the contract which caused an increase in the cost and an increase in engineering costs. The changes to the contract involved additional curbing, guardrail, a sewer lift station, and additional asphalt, for about $9,000. The additional engineering costs are estimated to be about $15,000. Other minor overruns and underruns bring the total expected overrun to approximately $21,300.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $21,300 to a new total of $264,746.90. This matter will be on the agenda for the April 19 meeting.

bc: Robert N. Bothman
✓Fran Neavoll
C. O. Fredrickson
Cam Gilmour
Doug Goldbach
Rick Kuehn
Mike Smith
John Elliott
Carol Mitchell
Andy Booz

CH:mk 1km

OREGON
1913 75 1988
YEARS
HIGHWAY DIVISION

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10130

TO: Donald E. Forbes
State Highway Engineer

DATE: April 1, 1988

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Clatskanie River Bridge (Clatskanie) Section
Park Street (City Street), Columbia County
Contract No. 10130

This project is complete and final accounting shows an overrun of $21,300 or 8.7 percent.

The overrun is the result of several additions and changes in the contract which caused an increase in the contract amount and engineering. The changes to the contract involved additional curbing, guardrail, sewer lift station and additional asphalt for about $9,000. The additional engineering costs are estimated to be about $15,000. Other minor over and underruns bring the net overrun to approximately $21,300.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $21,300. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Rick Kuehn
Mike Smith
B. M. Walton
Hank Wakerlig

RECEIVED
STATE HWY ENGR
APR 1 '88
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

BROS-0501(2)

Oregon Department of Transportation
HIGHWAY DIVISION

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

PROJECT NAME (SECTION) CLATSKANIE RIVER BRIDGE			CONTRACT NO. C10130
HIGHWAY PARK STREET	COUNTY COLUMBIA		DATE 3/18/88
CONTRACTOR COLUMBIA PACIFIC CONST.	KIND OF WORK BRIDGE CONST.	CONTRACT WORK COMPLETED 100 %	ESTIMATED COMPLETION DATE 3/4/85

	ORIGINAL	CURRENT AUTHORIZATION	CURRENT ESTIMATE	FINAL
CONTRACT AMOUNT	211,931.00			229,700.29 ~~220,107.04~~
ANTICIPATED ITEMS	2,559.66	APPR D BY		~~0~~ ~~10,757.76~~
CONTINGENCY	9,652.08	OREGON TRAN COMMISSION DATE 4-18-88		-0-
ENGINEERING	19,304.16		35,046.90	35,000.00 ~~22,519.83~~
CREDITS	-0-		264,746.90	264,746.90 -0-
TOTAL PROJECT COST	243,446.90			~~264,700.29~~ ~~253,386.62~~

ESTIMATED INCREASE $ 21,300.00 ~~8~~ ~~7~~ 8.7 %

LIST MAJOR OVERRUNS AND UNDERRUNS - include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated (A) or unanticipated (U):			CURRENT ESTIMATED AMOUNT	AMOUNT OF CHANGE
1	3001A	TYPE "C" CURB	-0-	2509.96
2	3002A	TYPE 3 GUARDRAIL	-0-	2250.00
3	92001	INSTALL SEWER LIFT STA.	-0-	5546.02 ~~5997.79~~
4	99999	ENGINEERING	19304.16	15,201.81 ~~22,519.83~~
~~5~~	~~007~~	~~EMBANKMENT IN PLACE~~	~~6080.00~~	~~6454.98~~
5 ~~6~~	009	CLASS "C" ASPHALT	5000.00	5,768.00 ~~10,771.00~~

PRINCIPAL REASONS FOR OVERRUNS (Continue on reverse side):

1. Not planned Added with Price Agreement
2. " " " " "
3. " ~~Force Account~~ Could NOT drain exist Rest Rooms by Gravity.
4. " EXTRA WORK
5. " CHANGED EAST APPROACH AND ADD 40'x30' ROAD
~~6 " " " " " " " " "~~

SUBMITTED BY PROJECT MANAGER GARY V. ROSSETT LIAISON Paul H. Rossett	NOTED BY CONSTRUCTION ENGINEER for O. B. Jackmond 4-1-88
CONFIRMED BY REGION ENGINEER Marian Cuff	NOTED BY STATE HIGHWAY ENGINEER

INSTRUCTIONS: Submit the original through Region to the Construction Section. Approved copies will be distributed by the Construction Section.

734-3372 (REV. 10/86)

10,130

HIGHWAY DIVISION PRO

Gary A. Potter, Manager
Program Section

August 11, 1987

Ed Marges, Agreement Specialist
Program Section

Supplemental Agreement #2
Personal Service Contract
HBR Project - BROS-0501(2)
Clatskanie & ECM, Inc.

The attached supplemental agreement did not require a pre-award audit evaluation because the total contract amount was not changed, only the method of payment.

I have reviewed the agreement, found it in order, and recommend your concurrence.

Please sign all three copies and return them to me for distribution.

EDM:me
Attachments

10,130

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 1-154	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
PROJECT REPORT NUMBER	1 22 87	Project Number BROS-501(2)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on Dec. 12, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 253,732.00	$ 269,823.00
Federal funds	$ 202,985.00	$ 215,858.00
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JAN, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ By For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 13, 1987

FEDERAL AID PROJECT NO. BROS-0501(2)

CLATSKANIE RIVER (CLATSKANIE) BRIDGE SECTION
CITY STREET
COLUMBIA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
BRIDGE (NO. 8403A)(STA. 0+57 TO STA. 1+74.67)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Conc.	$ 50.00	215	$10,750.00	322	$16,100.00
Type "C" Curb (PA #1A)	18.20	---	---	137	2,493.40
Type 3 Guardrail (PA #2A)	45.00	---	---	50	2,250.00
Install Sewer Lift Pump Station		---	---	---	5,997.79
			$10,750.00		$26,841.19

Increase	$ 16,091.19
Subtotal from estimate of October 8, 1986	224,776.66
Subtotal	$ 240,867.85
Engineering	28,955.15
Total	$ 269,823.00

Length of Project	0.021 mi.
Federal Funds (80%)	$ 215,858.00
State Funds	26,982.50
City Funds	26,982.50
Total	$ 269,823.00

Group 010: 0%; Group 011: 100%
Contract No. 10130 F03797
Prefix: C305-1911 (PE)
Prefix: C10130
Appn Code: 117

RLC:bkb

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10 [illegible]

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State OREGON

County COLUMBIA

Project Number BROS-0501(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 12, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 243,446.00	$ 253,732.00
Federal funds	$ 194,756.00	$ 202,985.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon October 8, 1986

Federal-Aid Project No. BROS-0501(2)

Clatskanie River (Clatskanie) Bridge Section
City Street
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Bridge (No. 8403A)(Sta. 0+57 to Sta. 2+74.67)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete	$50.00	100	$ 5,000.00	215	$10,750.00
Furnish Steel Pipe Piling	14.00	1,260	17,640.00	1,584	22,176.00
SUBTOTAL			$22,640.00		$32,926.00

Increase	$ 10,286.00
SUBTOTAL from Estimate of December 5, 1985	214,490.66
Subtotal	$224,776.66
Engineering	28,955.34
Total	$253,732.00

Length of Project -------------------- 0.021 mile

Federal Funds (80%) ------------------ $202,985.00
State Funds -------------------------- 25,373.50
City Funds --------------------------- 25,373.50

TOTAL $253,732.00

Group 010: 0%; Group 011: 100%
Contract No. 10130 F03797
Prefix: C305-1911 (PE)
Prefix: C10130

Appn Code: 117

RLC:pf

10,130

N

STATE COPY

TO BE COMPLETED BY FHWA 12-103	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY COLUMBIA PROJECT NO. BROS-0501(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

"Clatskanie River (Park St.) Bridge Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-28-85	0.021

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 243,446.00	$ 194,756.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~RX~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 12 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 5, 1985

FEDERAL AID PROJECT NO. BROS-0501(2)

CLATSKANIE RIVER (CLATSKANIE) BRIDGE SECTION
CITY STREET
COLUMBIA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
BRIDGE (NO. 8403A)(Sta. 0+57 to Sta. 2+74.67)

Mobilization	Lump Sum	All	Lump Sum	$ 19,950.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,000.00
Temporary Signs	Sq. Ft.	40	24.00	960.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	63	3.00	189.00
Flaggers	Hour	40	16.00	640.00
Embankment in Place	Cu. Yd.	400	15.20	6,080.00
Aggregate Base	Ton	450	13.00	5,850.00
Class "C" Asphalt Concrete	Ton	100	50.00	5,000.00
8-inch PVC Pipe	Lin. Ft.	105	14.00	1,470.00
Bedding Material	Cu. Yd.	25	22.00	550.00
Concrete Inlets, Type G-1	Each	3	550.00	1,650.00
Guard Rail, Type 2A	Lin. Ft.	100	27.50	2,750.00
Rail End Pieces, Type C	Each	4	90.00	360.00
Concrete Walks	Sq. Yd.	50	26.00	1,300.00
Extra for Asphalt Approaches	Each	3	130.00	390.00
Extra for Asphalt Walks	Sq. Yd.	12	11.00	132.00
Loose Riprap, Class 100	Cu. Yd.	50	30.00	1,500.00
Adjusting of Catch Basins and Valve Boxes	Each	3	250.00	750.00
Move and Reinstall Existing Signs and Poles	Each	3	210.00	630.00
Bridge Removal Work	Lump Sum	All	Lump Sum	3,000.00
Structure Excavation	Cu. Yd.	50	10.00	500.00
Special Wall Backfill	Cu. Yd.	150	17.00	2,550.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	13,000.00
Furnish Steel Pipe Piling	Lin. Ft.	1,260	14.00	17,640.00
Drive Steel Pipe Piles	Lin. Ft.	1,260	1.00	1,260.00
Structure Concrete, Class 3300 (51 C @ $250)	Lump Sum	All	Lump Sum	29,800.00
Reinforcement (9,900 lbs. @ $0.45)	Lump Sum	All	Lump Sum	5,000.00
110'/115' Prestressed Bulb Tee Beams	Each	5	15,000.00	75,000.00

Steel Diaphragms	Lump Sum	All	Lump Sum	750.00
Three Tube Steel Railing	Lin. Ft.	180	51.00	9,180.00
Membrane Waterproofing	Sq. Yd.	300	10.00	3,000.00
				$ 211,931.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,500.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	1,059.66
	SUBTOTAL	$ 214,490.66
	Engineering	28,955.34
	TOTAL	$ 243,446.00

Length of Structure ------------------	0.021 mile

Federal Funds (80%) ------------------	$194,756.00
State Funds ---------------------------	24,345.00
City Funds ----------------------------	24,345.00
TOTAL	$243,446.00

Group 010: 0%; Group 011: 100%
Contract No. 10130
Prefix: C305-1911 (PE)
Prefix: C10130

Appn Code: 117

RLC:pf

10,130 ·

Mr. Clark

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 13, 1987

FEDERAL AID PROJECT NO. BROS-0501(2)

CLATSKANIE RIVER (CLATSKANIE) BRIDGE SECTION
CITY STREET
COLUMBIA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
BRIDGE (NO. 8403A)(STA. 0+57 TO STA. 1+74.67)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Conc.	$ 50.00	215	$10,750.00	322	$16,100.00
Type "C" Curb (PA #1A)	18.20	---	---	137	2,493.40
Type 3 Guardrail (PA #2A)	45.00	---	---	50	2,250.00
Install Sewer Lift Pump Station		---	---	---	5,997.79
			$10,750.00		$26,841.19

Increase	$ 16,091.19
Subtotal from estimate of October 8, 1986	224,776.66
Subtotal	$ 240,867.85
Engineering	28,955.15
Total	$ 269,823.00

Length of Project	0.021 mi.
Federal Funds (80%)	$ 215,858.00
State Funds	26,982.50
City Funds	26,982.50
Total	$ 269,823.00

Group 010: 0%; Group 011: 100%
Contract No. 10130 F03797
Prefix: C305-1911 (PE)
Prefix: C10130
Appn Code: 117

RLC:bkb

10,130

CITY OF CLATSKANIE

"Where People Make The Difference"

City Hall
William R. McDonald
City Administrator

[illegible] CE [illegible] CE
[illegible] Metro Region [illegible]
[illegible] EM BUD LM

December 4, 1986

Oregon State Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Attention: Mike Smith, Liaison Engineer

RE: Park Street Bridge CONTRACT 10130

Dear Mr. Smith:

By this letter the contract for engineering services with Rossetti/Maris aka ECM is amended to provide a maximum payment not to exceed $25,000. This action anticipates 90% federal and 10% city participation.

Sincerely,

Elmer Spencer
Elmer Spencer
Mayor

NOTED
F.R. GRIFFIN

William R McDonald
William R. McDonald
City Administrator

RECEIVED
DEC 08 1986
HIGHWAY ACCOUNTING

P.O Box 9 • 95 S. Nehalem • Clatskanie, OR 97016 • (503) 728-2622

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0500-007									
F04381									
AGREEMENT TOTALS	2,296.45	1,833.43	2,296.45	80.00	35,440.00	1,837.16	.00		3.73
FED PROJ TOTALS	2,296.45	1,833.43	2,296.45		35,440.00	1,837.16	.00		3.73
FEDERAL PROJECT: BROS-0500-008									
F04420									
C2051921-000	241.32	193.06	241.32						
C2051921-011	2,200.00	1,760.00	2,200.00						
AGREEMENT TOTALS	2,441.32	1,953.06	2,441.32	80.00	29,840.00	1,953.06	.00		.00
FED PROJ TOTALS	2,441.32	1,953.06	2,441.32		29,840.00	1,953.06	.00		.00
FEDERAL PROJECT: BROS-0501-001									
F01921									
C3051911-000	2,753.16	574.26	2,753.16						
C3051911-011	19,386.12	17,137.16	19,386.12						
AGREEMENT TOTALS	22,139.28	17,711.42	22,139.28	80.00	19,200.00	17,711.42	.00		.00
FED PROJ TOTALS	22,139.28	17,711.42	22,139.28		19,200.00	17,711.42	.00		.00
FEDERAL PROJECT: BROS-0501-002									
F03797									
C10130 -000	5,838.55	4,101.23	5,838.55						
C10130 -011	246,311.17	190,654.77	246,311.17						
AGREEMENT TOTALS	252,149.72	194,756.00	252,149.72	80.00	194,756.00	201,719.78	6,963.78	B	.00
FED PROJ TOTALS	252,149.72	194,756.00	252,149.72		194,756.00	201,719.78	6,963.78	B	.00
FEDERAL PROJECT: BROS-0600-001									
F01553									
C08757 -020	7,148.69	.00	.00						
C08757 -021	96,770.76	74,320.00	96,770.76						

10,130

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation: 10-13-86

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-501(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 10/19/84 To: 8/27/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
22,139.28	22,139.28	80%	17,711.42	17,711.42	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 10/13/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	CLATSKANIE RIVER (PARK ST.) BRIDGE CITY STREET COLUMBIA COUNTY					
	Preliminary Engineering Type Code P.E.					
	Work by Rossetti & Maris	All Required			$17,700.00	
	State	All Required			4,439.28	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$22,139.28**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD					

10,130

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasure of the State of Oregon

Address Capitol Building Salem 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-501(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 8-28-85 To: 4-27-88

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	264,764.28	264,042.32	80%	211,233.85	211,233.85	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_______________ *State Highway Agency*

By _______________ *Authorized Officer* _______ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CLATSKANIE RIVER (CLATSKANIE) BRIDGE					
	CITY STREET					
	COLUMBIA COUNTY					
	CONSTRUCTION					
	BRIDGE (No. 8403A) (Sta. 0+57 to Sta. 1+74.67)					
	Type Code X081					
	Final Contract Payment Summary	Lump Sum			224,154.27	
	Install Sewer Lift Pump Station					
	City of Clatskanie	All Required			5,546.02	
	TOTAL PARTICIPATING CONSTRUCTION				$229,700.29	
	CONSTRUCTION ENGINEERING:					
	State Forces	All Required			9,703.50	
	Consultant (ECM, Inc.)	All Required			23,418.05	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 33,121.55	
	MISCELLANEOUS PROJECT COSTS:					
	Audit Service Costs	All Required			1,220.48	
	TOTAL PARTICIPATING CONSTRUCTION COST				264,042.32	
	Non-Participating Costs					
	Constructioning Engineering (State)	All Required			222.93	
	Interest on Final Payment	All Required			499.03	
	TOTAL NON-PARTICIPATING PROJECT COSTS				721.96	
	TOTAL PROJECT COSTS				$264,764.28	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11-15-88					
	AMOUNT CARRIED FORWARD					

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PAGE      1

               JOB COST SUMMARY RUN ON  12-29-88
          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                  PAYROLL CHARGES ARE LOADED
               CHARGES ARE CURRENT TO 12/24/88
                FOR EXPENDITURE ACCOUNT C10130

                                   CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--        -------- ---------- ------       -------      ----------
C10130    010      001        0813                          591.95
C10130    010      001        0814                           25.96
C10130    010      030        0813                           51.46
ACTIVITY    010                                                    669.37 SUBTOTAL ✓

C10130    050      001        0500                          799.05
C10130    050      001        0570                          365.28
C10130    050      008        0570                            7.46
C10130    050      100        0500                           20.49
C10130    050      102        0500                           28.20
ACTIVITY    050                                                  1,220.48 SUBTOTAL  Audit

C10130    201      300        1010                       -4,525.41
C10130    201      302        R                          ~~-8,000.00~~
ACTIVITY    201                                                -12,525.41 SUBTOTAL

C10130    899      001        0515                            9.00
C10130    899      001        0821                           60.07
C10130    899      130        9999                           11.36
C10130    899      136        0500                            7.00
C10130    899      199        1010                          219.08
C10130    899      220        1010                       23,418.05
C10130    899      267        7000                           50.00
C10130    899      300        1010                      228,679.68
C10130    899      302        R                           ~~8,000.00~~
C10130    899      341        1010                        5,546.02 sewer lift
C10130    899      349        0523                          499.03 — interest
C10130    899      504        1000                            1.41
C10130    899      504        7100                           98.10
C10130    899      550        8213                           36.00
C10130    899      550        8215                          186.20
C10130    899      555        0521                           33.99
ACTIVITY    899                                                266,854.99 SUBTOTAL

C10130    900      001        1083                        1,373.29
C10130    900      001        1090                           22.37
C10130    900      001        1093                          322.17
C10130    900      001        1094                          444.45
C10130    900      001        8012                           10.47
C10130    900      146        8021                            4.48
C10130    900      150        8039                          222.93 — Nonpartic
C10130    900      550        1094                           20.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     2

                    JOB COST SUMMARY RUN ON  12-29-88
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 12/24/88
                        FOR EXPENDITURE ACCOUNT C10130

                                   CREW          CURRENT         BALANCE TO
EA         ACTIVITY OBJ-DETAIL NUMBER           MONTH             DATE
--         -------- ---------- ------          -------         ----------
ACTIVITY     900                                                                2,420.16 SUBTOTAL

C10130     901        001        7420                                45.11
ACTIVITY     901                                                                   45.11 SUBTOTAL ✓

C10130     903        136        7200                               105.90
ACTIVITY     903                                                                  105.90 SUBTOTAL ✓

C10130     905        001        7330                               202.11
C10130     905        560        0631                                 6.00
ACTIVITY     905                                                                  208.11 SUBTOTAL ✓

C10130     914        001        7700                                17.68
C10130     914        030        1090                                33.29
ACTIVITY     914                                                                   50.97 SUBTOTAL ✓

C10130     920        001        0612                                37.06
C10130     920        001        0631                               170.96
ACTIVITY     920                                                                  208.02 SUBTOTAL ✓

C10130     921        136        0500                               623.24
ACTIVITY     921                                                                  623.24 SUBTOTAL

C10130     940        001        8213                             1,640.97
C10130     940        001        8214                               778.73
C10130     940        001        8215                               302.11
C10130     940        001        8221                                31.52
C10130     940        001        8223                                15.76
C10130     940        030        8213                               369.90
C10130     940        550        8213                               127.20
C10130     940        550        8215                                36.60
C10130     940        551        1094                               241.00
C10130     940        551        8213                               688.00
C10130     940        551        8215                               526.00
C10130     940        551        9997                                88.00
ACTIVITY     940                                                                4,845.79 SUBTOTAL ✓

C10130     964        001        7000                                10.55
ACTIVITY     964                                                                   10.55 SUBTOTAL

C10130     990        001        0521                                27.00
ACTIVITY     990                                                                   27.00 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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Technical services

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                 JOB COST SUMMARY RUN ON  12-29-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 12/24/88
                   FOR EXPENDITURE ACCOUNT C10130

                              CREW        CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--       -------- ---------- ------       -------      ----------
EA         C10130 TOTAL                                             264,764.28


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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HH    HH  WW    WW  YY    YY  EEEEEEEE   888888     0000    KK    KK     AA
HH    HH  WW    WW   YY  YY   EEEEEEEE  88888888   000000   KK   KK     AAAA
HH    HH  WW    WW    YYYY    EE        88    88  00    00  KK  KK     AA  AA
HHHHHHHH  WW    WW     YY     EEEEE      888888   00 00 00  KKKKK     AA    AA
HHHHHHHH  WW WW WW     YY     EEEEE      888888   00 00 00  KKKKK     AAAAAAAA
HH    HH  WWWWWWWW     YY     EE        88    88  00    00  KK  KK    AAAAAAAA
HH    HH  WWW  WWW     YY     EEEEEEEE  88888888   000000   KK   KK   AA    AA
HH    HH  WW    WW     YY     EEEEEEEE   888888     0000    KK    KK  AA    AA

           JOB  679

           MIKE S R314   NODECK

           .........163 LINES

           DEST=RMT363,SYSOUT=(A,,STD)

           PRINT START TIME: 29 DEC 88 11:00:57.14
                  STOP TIME: 29 DEC 88 11:01:15.52

                 PRINT TIME:           00:00:18.38

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PAGE     1

                        JOB COST SUMMARY RUN ON  12-29-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 12/24/88
                          FOR EXPENDITURE ACCOUNT C10130

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C10130   000    010      001        0813                                 591.95
C10130   000    010      001        0814                                  25.96
OBJ-DETAIL 001                                                           617.91

C10130   000    010      030        0813                                  51.46
OBJ-DETAIL 030                                                            51.46

ACTIVITY   010                                                           669.37 SUBTOTAL

C10130   000    050      001        0570                                 273.96
OBJ-DETAIL 001                                                           273.96

C10130   000    050      008        0570                                   5.59
OBJ-DETAIL 008                                                             5.59

ACTIVITY   050                                                           279.55 SUBTOTAL

C10130   000    899      001        0515                                   9.00
C10130   000    899      001        0821                                  60.07
OBJ-DETAIL 001                                                            69.07

C10130   000    899      130        9999                                  11.36
OBJ-DETAIL 130                                                            11.36

C10130   000    899      136        0500                                   7.00
OBJ-DETAIL 136                                                             7.00

C10130   000    899      267        7000                                  50.00
OBJ-DETAIL 267                                                            50.00

C10130   000    899      341        1010   SF01                         -151.88
OBJ-DETAIL 341                                                          -151.88

C10130   000    899      504        1000                                   1.41
C10130   000    899      504        7100                                  98.10
OBJ-DETAIL 504                                                            99.51

C10130   000    899      550        8213                                  36.00
C10130   000    899      550        8215                                 186.20
OBJ-DETAIL 550                                                           222.20

C10130   000    899      555        0521                                  33.99

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     2

                     JOB COST SUMMARY RUN ON  12-29-88
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 12/24/88
                        FOR EXPENDITURE ACCOUNT C10130

                                        CREW   MSA          CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----         -------      ----------
OBJ-DETAIL 555
                                                                          33.99

ACTIVITY   899
                                                                         341.25 SUBTOTAL

C10130    000    900      001        1083                              1,373.29
C10130    000    900      001        1090                                 22.37
C10130    000    900      001        1093                                322.17
C10130    000    900      001        1094                                444.45
C10130    000    900      001        8012                                 10.47
OBJ-DETAIL 001                                                         2,172.75

C10130    000    900      146        8021                                  4.48
OBJ-DETAIL 146                                                             4.48

C10130    000    900      550        1094                                 20.00
OBJ-DETAIL 550                                                            20.00

ACTIVITY   900
                                                                       2,197.23 SUBTOTAL

C10130    000    901      001        7420                                 45.11
OBJ-DETAIL 001                                                            45.11

ACTIVITY   901
                                                                          45.11 SUBTOTAL

C10130    000    903      136        7200                                105.90
OBJ-DETAIL 136                                                           105.90

ACTIVITY   903
                                                                         105.90 SUBTOTAL

C10130    000    905      001        7330                                202.11
OBJ-DETAIL 001                                                           202.11

C10130    000    905      560        0631                                  6.00
OBJ-DETAIL 560                                                             6.00

ACTIVITY   905
                                                                         208.11 SUBTOTAL

C10130    000    914      001        7700                                 17.68
OBJ-DETAIL 001                                                            17.68

C10130    000    914      030        1090                                 33.29
OBJ-DETAIL 030                                                            33.29

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  12-29-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 12/24/88
                          FOR EXPENDITURE ACCOUNT C10130

                                     CREW   MSA        CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------     ----------
ACTIVITY   914                                                          50.97 SUBTOTAL

C10130   000    920      001        0612                                37.06
C10130   000    920      001        0631                               170.96
OBJ-DETAIL 001                                                         208.02

ACTIVITY   920                                                         208.02 SUBTOTAL

C10130   000    921      136        0500                               623.24
OBJ-DETAIL 136                                                         623.24

ACTIVITY   921                                                         623.24 SUBTOTAL

C10130   000    940      001        8213                             1,640.97
C10130   000    940      001        8214                               778.73
C10130   000    940      001        8215                               302.11
C10130   000    940      001        8221                                31.52
C10130   000    940      001        8223                                15.76
OBJ-DETAIL 001                                                       2,769.09

C10130   000    940      030        8213                               369.90
OBJ-DETAIL 030                                                         369.90

C10130   000    940      550        8213                               127.20
C10130   000    940      550        8215                                36.60
OBJ-DETAIL 550                                                         163.80

C10130   000    940      551        1094                               241.00
C10130   000    940      551        8213                               649.00
C10130   000    940      551        8215                               526.00
C10130   000    940      551        9997                                88.00
OBJ-DETAIL 551                                                       1,504.00

ACTIVITY   940                                                       4,806.79 SUBTOTAL

C10130   000    964      001        7000                                10.55
OBJ-DETAIL 001                                                          10.55

ACTIVITY   964                                                          10.55 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                              9,546.09

C10130   001    899      349        0523                               499.03

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                          JOB COST SUMMARY RUN ON  12-29-88
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 12/24/88
                            FOR EXPENDITURE ACCOUNT C10130

                                              CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 349                                                                499.03

ACTIVITY   899                                                                499.03 SUBTOTAL

C10130    001    900      150        8039                                     222.93
OBJ-DETAIL 150                                                                222.93

ACTIVITY   900                                                                222.93 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                       721.96

C10130    011    050      001        0500                                     799.05
C10130    011    050      001        0570                                      91.32
OBJ-DETAIL 001                                                                890.37

C10130    011    050      008        0570                                       1.87
OBJ-DETAIL 008                                                                  1.87

C10130    011    050      100        0500                                      20.49
OBJ-DETAIL 100                                                                 20.49

C10130    011    050      102        0500                                      28.20
OBJ-DETAIL 102                                                                 28.20

ACTIVITY   050                                                                940.93 SUBTOTAL

C10130    011    201      300        1010                                  -4,525.41
OBJ-DETAIL 300                                                             -4,525.41

C10130    011    201      302        R                                     -8,000.00
OBJ-DETAIL 302                                                             -8,000.00

ACTIVITY   201                                                            -12,525.41 SUBTOTAL

C10130    011    899      199        1010                                     219.08
OBJ-DETAIL 199                                                                219.08

C10130    011    899      220        1010                                  23,418.05
OBJ-DETAIL 220                                                             23,418.05

C10130    011    899      300        1010                                 228,679.68
OBJ-DETAIL 300                                                            228,679.68

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                         JOB COST SUMMARY RUN ON  12-29-88
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 12/24/88
                           FOR EXPENDITURE ACCOUNT C10130

                                             CREW    MSA        CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--        ------ -------- ---------- ------ -----      -------      ----------
C10130    011    899      302        R                                 8,000.00
OBJ-DETAIL 302                                                         8,000.00

C10130    011    899      341        1010   SF01                       5,697.90
OBJ-DETAIL 341                                                         5,697.90

ACTIVITY   899                                                       266,014.71 SUBTOTAL

C10130    011    940      551        8213                                 39.00
OBJ-DETAIL 551                                                            39.00

ACTIVITY   940                                                            39.00 SUBTOTAL

C10130    011    990      001        0521                                 27.00
OBJ-DETAIL 001                                                            27.00

ACTIVITY   990                                                            27.00 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                              254,496.23

EA         C10130 TOTAL                                              264,764.28


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10,130

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

CON 5
10130

TO: H. H. Patterson
Construction Office Engineer

DATE: March 28, 1986

FROM: Bruce M Walton
B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 10130, Work Completed 3-4-86

Project Clatskanie River (Clatskanie) Bridge

Highway Park Street

County Columbia

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date 1-8-88

Charles F. Hemenway
Construction Office Manager

BMW:ll

Info. Copies To:

J. B. Boyd
Dave Canfield
Don Harwell ✓
~~Jack Sullivan~~ Bill Quinn
George Strawn
Don Wackerbarth
~~Bob Oakes~~ Mike Augden
~~E. L. Hardt~~ Richard Kuehn

CPC/FM1

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
JAN 11 1988
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

MKS D

10,130

N

December 4, 1985

CON 5 - 10,130

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,130 for work on the Clatskanie River (Clatskanie) Bridge Section of Park Street in Columbia County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Fidelity and Deposit Company of
Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

Fidelity and Deposit Company of
Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith, Liaison

Carl Rossetti
2263 NE Cornell Rd.
Hillsboro, OR 97214

COLUMBIA PACIFIC
CONSTRUCTION CO.
P.O. BOX 907
LAKE OSWEGO, OR 97034
(503) 635-3774

September 20, 1985

Office of Commission Services
Oregon State Higwhay Division
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

We will be subcontracting with TPT Services, Inc. and Arrow Brothers Corp. for the Clatskanie River Bridge. Listed below are the item amounts.

DBE's

TPT Services, Inc.

32.	Membrane Waterproofing	300 sy	$ 2700.00

Arrow Brothers Corp.

31.	Three tube steel railing	180 lf	$10620.00

Very truly yours,

Linda Steingraber

Linda Steingraber
Office Manager

RECEIVED
SEP [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

RECEIVED
SEP 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,130

files N

FOSTER

L.B.FOSTER COMPANY

P.O. Box 23973
Oakland, CA 94623
(415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

TO: OREGON STATE HIGHWAY DIV.
(Public Agency)
STATE TRANSPORTATION BUILDING
SALEM, OREGON 97314

Date: NOV 21 1985

SX10301

10,130

TO: COLUMBIA PACIFIC CONSTRUCTION
(Contractor)
P.O. BOX 907
LAKE OSWEGO, OREGON 97034

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 10-3/4" O.D. X .365 WALL A53 Gr. B

equipment or materials for a total estimated price of $ 1,000.00

ONE THOUSAND DOLLARS

For the building, structure, or other work of improvement located at:

CLATSKANIE RIVER BRIDGE
PARK STREET
CLATSKANIE, OREGON

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

COLUMBIA PACIFIC CONST.
P.O. BOX 907
LAKE OSWEGO, OREGON 97034

RECEIVED
NOV 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

By: A. M. Roberts
L. B. FOSTER COMPANY

no resp. rec.

10,130

FOSTER

L.B.FOSTER COMPANY

P.O. Box 23973
Oakland, CA 94623
(415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

Date: NOV 19 1985

Contract #
10,130

TO: OREGON STATE HIGHWAY DIV.
(Public Agency)
STATE TRANSPORTATION BLDG.
SALEM. OREGON 97314

TO: COLUMBIA PACIFIC CONST.
(Contractor)
P.O. BOX 907
LAKE OSWEGO, OREGON 97034

SX10301

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 10-3/4" O.D. X .365 WALL A53 CARBON STEEL PIPE

equipment or materials for a total estimated price of $ 1,000.00
ONE THOUSAND DOLLARS

For the building, structure, or other work of improvement located at:

CLATSKANIE RIVER BRIDGE
PARK STREET
CLATSKANIE, OREGON

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

COLUMBIA PACIFIC CONST.
P.O. BOX 907
LAKE OSWEGO, OREGON 97034

RECEIVED

By: A. M. Roberts
L. B. FOSTER COMPANY

Offices and Service Centers Worldwide
Pipe, Rail & Track, Piling,
Construction Equipment, Highway Products
1897 Whipple Road, Hayward, CA 94544

no resp. nec.

10, 130

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: October 15, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 19, 1985

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened September 19, 1985 on the following projects:

1. Necanicum River Bridge Section
   Avenue "G" in Seaside
   Clatsop County
   Reinforced Concrete and Structural Steel Bridge Repair

   > Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Clatskanie River Bridge
   Park Street, Clatskanie
   Columbia County
   Reinforced Concrete and Structural Steel Bridge Repair

   Sidewalks will be provided for pedestrian and bicycle traffic.

3. Lone Tree Bridge Section
   Catching Slough Road
   Coos County
   Reinforced Concrete and Structural Steel Bridges

   Four-foot shoulders will be provided for bicycle and pedestrian traffic.

4. Umpqua Myrtle State Wayside Rockfall Section
   Umpqua Highway
   Douglas County
   Earthwork and Drainage

   Same as No. 1.

5. M.P. 57.00 - John Day/Burns Highway
FAS B379 (Izee Road-Brush Ranch Road)
Grant County
AC Paving and Oiling

> Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

6. N.W. Glisan St.-N.W. Couch (Portland)
Multnomah County
Reinforced Concrete and Structural Steel Bridges

Sidewalks and pedestrian signals will be provided for pedestrian and bicycle traffic.

7. S.E. Baseline Street @ S.E. 8th Avenue (Hillsboro)
Tualatin Valley Highway
Washington County
Traffic Signals

Pedestrian signals will be installed for pedestrian and bicycle traffic.

LWR:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

K, 150

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The CITY OF CLATSKANIE hereby appoints the
Local Government Unit
Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller; for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the State Treasurer.

The CITY OF CLATSKANIE has deposited with the
Local Government Unit
State of Oregon Investment Pool the sum of $ 8,200.00 in Account No. 4488. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name
CLATSKANIE RIVER (PARK STREET) BRIDGE

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by THE COMMON COUNCIL OF THE CITY OF CLATSKANIE
Local Government Unit
this 2 day of October, 1985 by a vote of the majority of a quorum of its governing body.

Elmer Spencer
Elmer Spencer, Mayor

ATTEST: Arlene L. Long
Arlene Long, Asst. Recorder

William R. McDonald
William R. McDonald, City Administrator

Form No. 734-1912 (REV 10-83)

16,130

September 24, 1985

PRO

Del W. McPherson
City Administrator
City of Clatskanie
Clatskanie, OR 97016

Subject: Clatskanie River (Park Street) Bridge
Project No. BROS-0501(2)
Columbia County

On September 19, 1985 the State Highway Division received a satisfactory bid from Columbia Pacific Construction Co., P.O. Box 907, Lake Oswego, Oregon 97034 on the subject project.

This is a Highway Bridge Replacement Project and as per our Agreement No. 8270, and our Local Government Agreement, the City is requested to deposit the balance of their share of the remaining construction cost as computed below:

Contractor's Bid	$211,931.00
Anticipated Items	2,560.00
SUBTOTAL	$214,491.00
Contingencies (4-1/2%)	9,652.09
Engineering (9%)	19,304.19
Total Construction Cost	$243,447.28
Less Federal Funds (80%)	(194,757.82)
Less State Share 1/2 Balance	(24,344.73)
Less City's 65% Advance Deposit	(16,100.00)
BALANCE DUE FROM CITY	$ 8,244.73
CITY'S SHARE AND ADVANCE DEPOSIT	$ 8,200.00

We will award the contract when we receive your advance deposit in the amount of $8,200 and the Coast Guard permit is obtained. Please submit your supplemental deposit by October 11, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments
bcc: w/AD #85-110 Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #85-110 when advance deposit is received.
Don Trout
Gary Potter

10,130

Highway Division PRO

Gary A. Potter, Manager
Program Section September 17, 1985

Ed Marges, Agreement Specialist
Program Section

Consultant Agreement
Construction Engineering
Clatskanie River-Park Street Br.
City of Clatskanie

MISC. CONTRACTS and
AGREEMENTS No. 10,185

The attached consultant agreement has received the required pre-award audit evaluation and the external Audit Unit has recommended their approval.

I have reviewed the agreement, and found it in order, and recommend your concurrence.

Please sign all 3 copies and return them to me for distribution.

EDM:bkb
Attachments

13,130

September 3, 1985 PRO

Del W. McPherson
City Administrator
City of Clatskanie
P.O. Box 9
Clatskanie, OR 97016

Subject: Clatskanie R. (Park St.) Br.
Project No. BROS-0501(2)
Columbia County

On September 19, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8270 and our Local Government Agreement, the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$247,000.00
Less Federal Funds (80%)	(197,600.00)
Less 1/2 Balance State Share	(24,700.00)
County's Share	$ 24,700.00
65% of County's Share & Advance Deposit	$ 16,100.00

We will award the contract when we receive your advance deposit in the amount of $16,100.00, DBE/WBE goals have been cleared and the Coast Guard permit is received. Please submit your deposit by September 19, 1985 so that the contract can be awarded expeditiously. You may use one of the three options for payment described in the attachments.

Very truly yours,

Received
9-4-85
MKS
LGIP

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:bkb
Attachment
bcc w/AD #85-103: Wayne Schulte, Metro Region
Vern Skoog - Please return AD #85-103 when advance deposit is received.
Gary A. Potter
D.L. Trout

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0501(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Columbia

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50085

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Orig to
9/9

RECEIVED
STATE HWY ENGR
SEP - 6 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE August 28, 1985

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Clatskanie River (Park St.) Br. #08403-000-00010

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8-26-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $248,000; Federal Funds $198,400 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 8-27-85 that provisions of FHPM 7-5-1 have been complied with.

Your letter of request has been noted that award of contract will not be given until USCG permit is issued.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 9/3/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174-1067
Staff Symbol: (oan)
Phone: (206) 442-5864

RECEIVED
STATE HWY ENGR
SEP - 3 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

16593
26 August 1985

PUBLIC NOTICE NO. 85-N-23

The Commander, Thirteenth Coast Guard District, has received an application from the City of Clatskanie, P.O. Box 9, Clatskanie, Oregon 97016, requesting approval of the location and plans for a replacement highway bridge across a navigable waterway of the United States.

NOTED
E. S. HUNTER
cc Hart
Gilmour
Hardt

WATERWAY AND LOCATION

Clatskanie River, mile 1.6, at Clatskanie, Oregon.

PROJECT DESCRIPTION

The City of Clatskanie proposes to replace the existing two-lane bridge across the Clatskanie River, at Park Street, with a new two-lane, concrete structure. The project would replace a badly deteriorated old bridge, which has been closed to traffic, with a safer, modern bridge. All parts of the existing bridge would be removed after completion of the new structure. The purpose of the project is to reestablish access to the Clatskanie City Park and beyond via Park Street.

NAVIGATION CLEARANCES

Horizontal	111 feet
Vertical	4.0 feet at ordinary high water

ENVIRONMENTAL IMPACTS

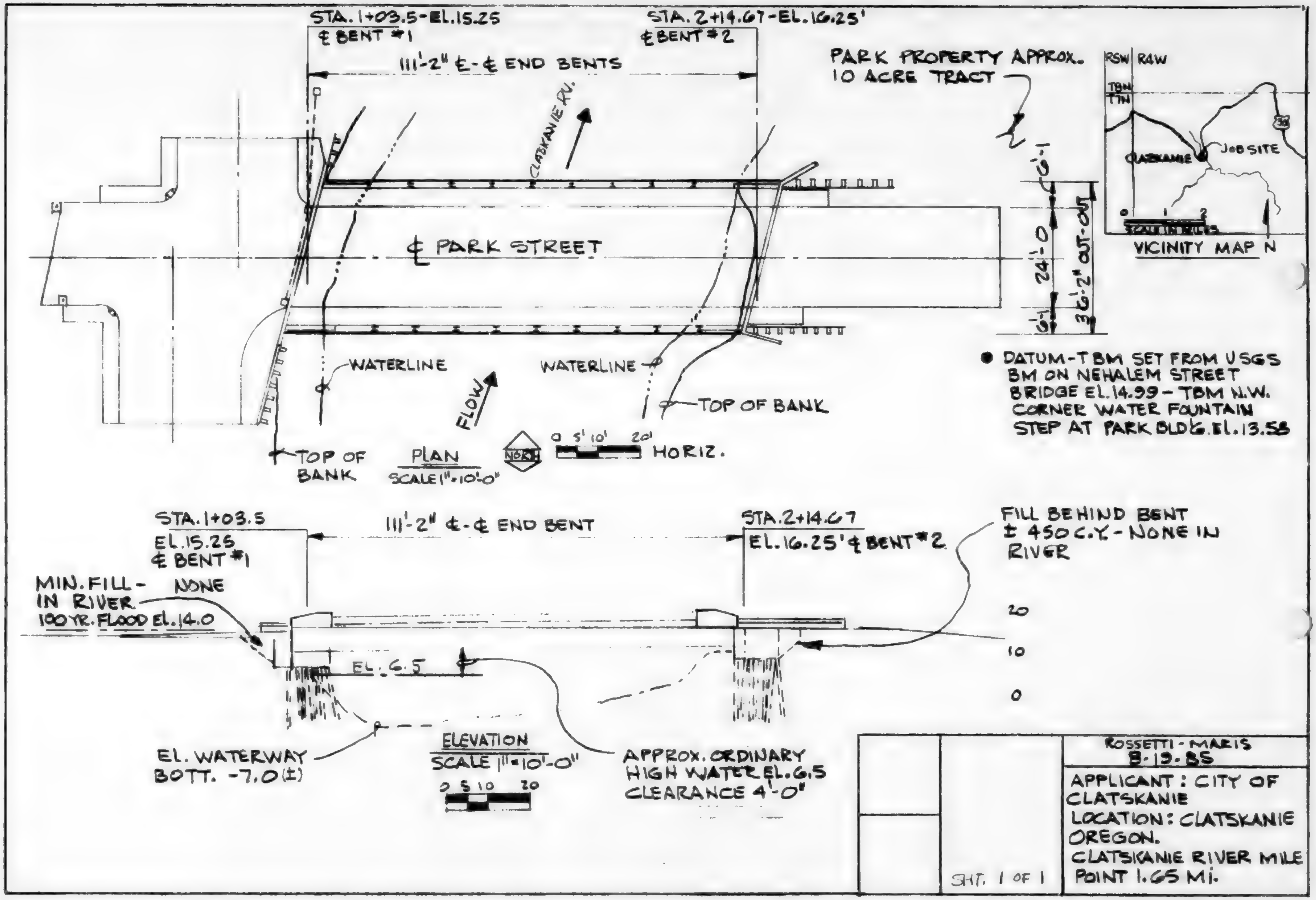
The Federal Highway Administration (FHWA), Oregon Division, Equitable Center, Suite 100, 530 Center Street N.E., Salem, Oregon 97301, is the lead federal agency for environmental processing. FHWA has determined that the project would not be a major federal action significantly affecting the quality of the human environment and has classified the project as a categorical exclusion for purposes of the National Environmental Policy Act, as amended (NEPA). The Coast Guard has conducted an independent review of the project and we concur in the FHWA determination. Environmental documentation concerning this application is available for review in the office of the Commander, Thirteenth Coast Guard District, Aids to Navigation Branch. Water quality certification is required and must be obtained from, or waived by, the Oregon Department of Environmental Quality (ODOE). We may consider certification to be waived 30 days after the date of this notice unless ODOE requests additional time to consider water quality impacts. A public notice concerning water quality is attached. No fill would be placed below the level of ordinary high water. Although the bridge deck would be under water during 100-year flood conditions, the project would not result in a significant flood plain encroachment. The unobstructed flow path beneath the structure would minimize any backwater effect attributable to the bridge. The project would not significantly affect endangered species or their critical habitats. The proposed bridge would reestablish access to a public park that was denied when the existing bridge was condemned. Because the new bridge would be built at the same location and on the same alignment, and would replace existing park access, the project would not be considered a taking of land within the meaning of Section 4(f) of the Department of Transportation Act. Land would not be taken from, nor would there be significant adverse impacts on, publicly-owned recreation areas, wildlife or waterfowl refuges, or any archaeological or historic sites.

COMMENTS

Comments on the project should be in writing and should include the reasons for support of, or opposition to, the proposed work. The comment period will end on September 27, 1985. Mail your comments to: Commander, Thirteenth Coast Guard District, Aids to Navigation Branch, 915 Second Avenue, Seattle Washington 98174-1067. If you need additional information, please contact Mr. John Mikesell or Mr. Wayne Lee at (206) 442-5864 or (FTS) 399-5864.

C. S. BERRY
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl: (1) Permit Application Drawing, 1 sheet
(2) Public notice, ODEQ


STA. 1+03.5-EL.15.25
℄ BENT #1
STA. 2+14.67-EL.16.25'
℄ BENT #2
111'-2" ℄-℄ END BENTS
CLATSKANIE RV.
PARK PROPERTY APPROX.
10 ACRE TRACT
℄ PARK STREET
1'-6"
24'-0
1'-6"
36'-2" OUT-OUT
RSW R4W
T8N
T7N
CLATSKANIE
JOB SITE
30
0 1 2
SCALE IN MILES
VICINITY MAP N
WATERLINE
WATERLINE
TOP OF BANK
FLOW
TOP OF BANK
PLAN
SCALE 1"=10'-0"
NORTH
0 5' 10' 20'
HORIZ.
STA. 1+03.5
EL.15.25
℄ BENT #1
111'-2" ℄-℄ END BENT
STA. 2+14.67
EL.16.25' ℄ BENT #2
FILL BEHIND BENT
± 450 C.Y. - NONE IN
RIVER
MIN. FILL - NONE
IN RIVER
100 YR. FLOOD EL.14.0
EL. 6.5
20
10
0
EL. WATERWAY
BOTT. -7.0(±)
ELEVATION
SCALE 1"=10'-0"
0 5 10 20
APPROX. ORDINARY
HIGH WATER EL.6.5
CLEARANCE 4'-0"
SHT. 1 OF 1

● DATUM-TBM SET FROM USGS BM ON NEHALEM STREET BRIDGE EL.14.99 - TBM N.W. CORNER WATER FOUNTAIN STEP AT PARK BLDG. EL.13.58

ROSSETTI-MARIS
8-19-85

APPLICANT: CITY OF CLATSKANIE
LOCATION: CLATSKANIE OREGON.
CLATSKANIE RIVER MILE POINT 1.65 Mi.

Section *Clatskanie River (Clatskanie) Bridge* Programming Estimate $ *215,000*

Highway *Park St.* Project Length *0.04 mi.*

County *COLUMBIA* Completion Time *120 days from start of on-site work but NLT May 31, '86*

Kind of Work *Grading, Paving, Structure* Est. Comp. Date *May 31, '86*

Prefix *C305-1911* Letting Date *Sept. 19, '85* Project No. *BROS-0501(2)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ *215,472^{00}*

Anticipated Additional Items:	
Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	*1500*
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ________	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	~~*1080*~~ *1060*
Adjust Utilities:	

Total Anticipated Items $ *2,5~~80~~60^{00}*

Subtotal $ *218,052^{00}*

Contingencies (4-1/2%) . . . . . *9,812^{34}*

Engineering (8, [✓ 9,] 10%) . . . . . *19,624^{68}*

~~Subtotal $~~ *—*

Credit for ________ . . . . .

Estimated Net Authorization, Construction . . . . . $ *247,489^{02}*

APPROVED

____
Road Design Engineer

8/23/85
3:08 pB

Rev. 7/85

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Clatskanie R. (Clatskanie) Bridge		REFERENCE NAME/PHONE	COUNTY COLUMBIA	SHEET 1 of 2
KIND OF WORK Grading, Paving, Structure	KEY NUMBER	LENGTH 0.04 mi.	DATE 8-1-85	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All	-	20,500-
2	Temporary Protection and Direction of Traffic		All	All	-	1,200-
3	Temporary Signs		Sq. Ft.	40	8-	320-
4	Temporary Barricades		Each	2	70-	140-
5	Temporary Concrete Barriers, Reflectorized		Lin. Ft.	63	19-	1,197-
6	Flaggers		Hour	40	17-	680-
	ROADWORK					
7	Embankment in Place		Cu. Yd.	400	9-	3,600-
8	Aggregate Base		Ton	450	14-	6,300-
9	Class "C" Asphalt Concrete		Ton	100	49-	4,900-
10	8-inch PVC Pipe		Lin. Ft.	105	20-	2,100-
11	Bedding Material		Cu. Yd.	25	20-	500-
12	Concrete ~~Catch Basins~~ Inlets, Type G-1		Each	3	450-	1,350-
13	Guard Rail, Type 2A		Lin. Ft.	100	18-	1,800-
14	Rail End Pieces, Type C		Each	4	90-	360-
15	Concrete Walks		Sq. Yd.	50	20-	1,000-
16	Extra for Asphalt Approaches		Each	3	200-	600-
17	Extra for Asphalt Walks		Sq. Yd.	12	10-	120-
18	Loose Riprap, Class 100		Cu. Yd.	50	25-	1,250-
19	Adjusting of Catch Basins and Valve Boxes		Each	3	200-	600-
20	Move and Reinstall Existing Signs and Pole		Each	3	700-	2,100-

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Clatskanie R. (Clatskanie) Bridge		REFERENCE NAME/PHONE		COUNTY COLUMBIA	SHEET 2 OF 2
KIND OF WORK Grading, Paving, Structure	KEY NUMBER	LENGTH 0.04 mi.	DATE 8-1-85	NAME Bricher	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
21	Bridge Removal Work		All	All	-	5,000-
22	Structure Excavation		Cu. Yd.	50	12-	600-
23	Special Wall Backfill		Cu. Yd.	150	15-	2,250-
24	Furnish Pile Driving Equipment		All	All	-	15,000-
25	Furnish Steel Pipe Piling		Lin. Ft.	1,260	12-	15,120-
26	Drive Steel Pipe Piles		Lin. Ft.	1,260	4-	5,040-
27	Structural Concrete, Class 3300 (51 c.y. @ $250)		All	All	-	12,750-
28	Reinforcement (9,900 lbs. @ $0^{\underline{45}}$)		All	All	-	4,455-
29	110'/115' Prestressed Bulb Tee Beams		Each	5	18,200-	91,000-
30	Steel Diaphragms		All	All	-	2,000-
31	Three Tube Steel Railing		Lin. Ft.	180	53-	9,540-
32	Membrane Waterproofing		Sq. Yd.	300	7-	2,100-
					Struct. sub-T	164,855-

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2005

County Columbia

Attention: Right-of-Way Section

Subject: Federal Aid Project No. HBR-OS Prefix C305-1911

Project Name Clatskanie R. (Clatskanie) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Clatskanie, Oregon, this 22 day of Aug, 1985

City of Clatskanie

Mayor

William R McDonald
City Recorder

Certified By:
Kenneth L. Rolfe
Regional Right-of-Way Supervisor
Date 8-27-85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 29 1985
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

STATE OF OREGON
HIGHWAY ACCOUNTING
Administration - 378-6578

INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: August 21, 1985

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-Award Evaluation
Rossetti-Maris
Park Street Bridge

PROGRAM SECTION
MANAGER GP RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
AUG 30 1985
REFER TO A Marges
R/D ___ [✓ ACT] ___ REPLY ___
DISC ___ INFO ___ FILE ___

Your memo dated July 31, 1985 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the construction engineering proposal between the City of Claskanie and Rossetti-Moris. The basis of payment for services rendered is on actual cost plus a fixed fee, with the total not to exceed $11,300.00.

We have evaluated the attached agreement and related documents and determined the agreement is in accordance with federal and state procurement procedures, contract provisions, and cost principles after the following changes have been made:

> Agreement page 4 under payment, article 1(a) change the second sentence to read, "The direct salary costs are estimated to be approximately Four Thousand Two Hundred Thirty Dollars ($4,230.00) as set forth in the Attached Exhibit A and by this reference made a part hereof".
>
> Agreement page 4 under payment, article 1(b) change the second sentence to read, "The overhead costs are estimated to be approximately Two Thousand Five Hundred Twenty Five Dollars ($2,525.00)".
>
> Agreement page 4 under payment article 1(c) change second sentence to read, "The direct nonsalary costs are estimated to be Three Thousand Six Hundred Fifty Dollars ($3,650.00) as set forth in the attached Exhibit A".
>
> Agreement page 4 under payment article 1(d) change the first sentence to read "The net fee, which represents the Consultant's profit, shall be Eight Hundred Ninety Five Dollars ($895.00)".
>
> Agreement page 4 under payment article 1(c) change the second sentence to read, "If the total construction engineering costs billed by the Consultant exceed the maximum of Eleven Thousand Three Hundred Dollars ($11,300.00), the Agency shall pay directly to the Consultant the additional amount, but not to exceed 15 percent of the final construction costs".

Accordingly, we recommend approval of this agreement contingent upon the incorporation of the above changes and Revised Exhibit A, pages 2 and 3.

VES:KJ:cl

ANALYSIS OF FEE FOR ENGINEERING SERVICES
CONSTRUCTION ENGINEERING

Direct Salary Cost	$4,230.00
Overhead Cost (including payroll additives) 59.68%	2,525.00
SUBTOTAL	$6,755.00
Net Fee	
Direct Nonsalary Costs:	
a. Travel and Per Diem	$ 726.00
b. Reproduction Expenses	150.00
c. Communication	300.00
d. Outside Consultants	1,700.00
e. Field Material Testing and Inspection	350.00
f. Material Laboratory Testing	274.00
g. Off-Site Inspection	150.00
SUBTOTAL	$3,650.00
TOTAL ESTIMATE	$11,300.00
NOT TO EXCEED	$11,300.00

EXHIBIT A

BREAKDOWN OF DIRECT SALARY AND DIRECT NONSALARY COST

Direct Salary Cost

PERSONNEL	MAN HOURS	RATES OF PAY	ESTIMATED COST
Principal	20	33.18	$ 663.60
Senior Eng.	33	27.65	912.45
Inspector	160	16.59	2,654.40
		TOTAL	$4,230.45

Direct Nonsalary Cost

1.	Per Diem - 7 weeks at $18	$ 126.00
2.	2,400 miles at $0.25	600.00
3.	Reproduction Expenses	150.00
4.	Communications	300.00
	TOTAL	$1,176.00

EXHIBIT A

16,130

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174 -1067
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
July 31, 1985

Oregon Department of Transportation
Highway Division
ATTN: Mr. Campbell M. Gilmour, Manager
Environmental Section
Transportation Building
Salem, OR 97310

Dear Mr. Gilmour:

We've reviewed your Project Environmental Classification Request for the project:

Clatskanie River (Park Street)
Bridge #8403A
Park Street
Columbia County
BROS-0501(-)

The project appears to be in an area where the Clatskanie River is subject to tidal influence. If the Clatskanie River is tidally influenced at the bridge site, a Coast Guard bridge permit will be required. Based on the information provided in the notice, the project appears to qualify as a categorical exclusion for the purposes of environmental processing. Please call us if you have any questions about the need for a bridge permit.

Sincerely,

Jol E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy: (1) FHWA, Salem

[illegible]
[illegible] 1985

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

July 24, 1985

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 12 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Clatskanie River (Park Street)
Bridge #8403A
Park Street
Columbia County
BROS-0501(1)

Dear Mr. Wilken:

Attached is a Revised project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Preliminary Engineering approved 10-19-84 based on Statewide Catagorical exclusion dated 2-25-80.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
August 8, 1985

CONCUR:

For Division Administrator Date
Federal Highway Administration
Oregon Division

CMG:gu

Attachments (4)

cc: U.S. Coast Guard, 13th District
ATTN: John Mikesell w/attach

cc:
J. B. Boyd (3)
D. O. Christensen(
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Uni
Dick Singer
Ron Noble
General Files
E. L. Hardt
Jef Kaiser
Clarence Eshelman
Dave Willhite
Don Keyes (8)

Form 734-3122

16,130

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 31, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLIG

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 50085
Project No. BROS-0501(2)
Clatskanie River (Park St.) Bridge Section
City Street
Columbia County

Attached data consists of Rev. PR-1 forms with project map.

It is the Oregon State Highway Division's present intention to receive bids on this project November 21, 1985.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Michael Shultz, w/attach.
General Files

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPM CODE	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER	PROJECT NUMBER: SEQ. NO.	PROJECT POST MI.	ITEM NO.	PROJECT LOCATION
OREGON	41	117	BROS-	0501	(2)		50085	City St., Park St. (Clatskanie)

CHARACTER OF PROPOSED WORK	Structure
CLASS OF FEDERAL FUNDS	Bridge Replacement (15% Mandatory Off-System)
NAME OF URBAN AREA	- - - -

COUNTY NAME	CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Columbia	009	10	ADT	0 *	1		7-31-85
			DHV				

ROUTE NO.	FEDERAL - AID	U|L	STATE	U.S.
Z	Non		City St.	- - -

KEY ID NO. 01970

WORK TYPE	TYPE OF IMPR.	SECTION	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
CONST X081	(09)	"Clatskanie River (Park St.) Bridge Section"	0.021	240,000	192,000	24,000	24,000
PREPARED BY DRH:pf		PROJECT TOTALS	0.021	240,000	192,000	24,000	24,000

REMARKS

ADDITIONAL DATA: Item No. 50085; Project No. BROS-0501(1).

PROJECT DATA: Work under this project consists of 1) construct one bulb T girder span bridge (No. 8403A) length 111 feet, roadway width 33 feet; 2) construct approaches requiring grade, drain and H-T pave to provide for two 12-foot travel lanes and 4-foot paved shoulders; 3) adjust utilities as required; and 4) incidentals common to this type of project.

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-City Agreement No. 8270 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-29-84.

NOTE: Included in 6 Yr. HIP on page 122 and included in FY '85 Status Report.
Included in the approved bridge replacement inventory as Bridge No. 08403 with a sufficiency rating of 32.0.

* Presently closed to traffic.

11,130

STATE OF OREGON **INTEROFFICE MEMO**

TO: WALT HART
Bridge Engineer

DATE: July 15, 1985

Curtis A. Duval

FROM: CURT DUVAL
Location Manager

FILE: 305-1911-901

Orig Est.	$ 215,000
Field Est.	$ 196,467
Type Funds	HBR-OS
Let Date	19 Sept 85

SUBJECT: Clatskanie River Park Street Bridge

Enclosed are copies of the preliminary design package including special provision specifications from consultant for your review.

Itemized cost estimate with each item's quantity, unit cost, and amount has been requested from the consultant and will be sent as soon as it is available.

To Final Design 7-22-85

CD:alt

Enclosures

cc: Bob Pool with attachment
Dave Bryson with attachment
Jim McClure with attachment

Location
Rec'd
7-16-85

STATE OF OREGON

INTEROFFICE MEMO

TO: WALT HART
Bridge Engineer

DATE: April 16, 1985

Curtis H. Duval

FROM: CURT DUVAL
Location Manager

File No. ~~953~~-1911 305-1911

SUBJECT: Clatskanie River Park Street Bridge

Enclosed are sets of preliminary documents from consultant for your review and comments (2 sets). Each set contains the following:

1) Hydrology report with attached referenced drawings.
2) A brief Environmental Impact statement.
3) A letter from Division of State Lands.
4) A letter from Department of the Army Corps of Engineers.
5) Two drawings depicting the proposed design.

Copy of the transmittal letter of the consultant is also enclosed.

CD/rh
Encls.

pc: Bob Pool w/Attachment
Dave Bryson w/Attachment (2sets)
Jim McClure

81-123-1387

ENGINEERING • SURVEYING • CONSTRUCTION MANAGEMENT – CONSULTANTS

ROSSETTI, P.E.
AND
MARIS, P.L.S.

2263 N.E. CORNELL RD.
HILLSBORO, OREGON 97124
503-648-9898
503-648-3358

April 8, 1985

Oregon Department of Transportation
Highway Division
Metro Region
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

REF: City of Clatskanie, Park Street Bridge
ATT: Mr. B.H. Rathod, P.E.
SUB: Preliminary Design

Mr. Rathod:

Enclosed are seven sets of the needed preliminary documents, required for the above referenced bridge and subject matter. Each set contains the following:

1. Hydrology report with attached referenced drawings.
2. A brief Environmental Impact Statement.
3. A letter from Division of State Lands.
4. A letter from Department of the Army, Corps of Engineers.
5. Two drawings depicting the proposed design. This preliminary proposal encompasses the following criteria previously discussed:
    a. Design Load H20-S16
    b. Highway lanes - two, 12'-0" wide.
    c. Sidewalk area 5'-0" on both upstream and downstream sides.
    d. Painted or marked stripe each side of bridge for sidewalk area. Option raised sidewalk with curb.
    e. ODOT standard bridge railing.
    f. Clear span eliminating any bents within the river proper.
    g. Minimum slopes to either bridge approach.
    h. Location of existing G.T.E. telephone lines, which will be redesigned on final contract documents.
    i. Location of existing 4" water line which will be redesigned on final contract documents.
    j. Recommended bottom of bridge girders based on hydrology report.
    k. Top of bridge centerline elevation.
    l. Typical bridge cross-section indicating the type of super structure proposed and handrail.
    m. Typical elevation and section of proposed bent design.
    n. Proposed fill at each end of bridge.
    o. Geotechnical Report by L.D. Squire and Associates, Inc.

Upon review of our contract it appears that this package addresses and contains all the requirements of Phase I of our contract. If for some reason we have overlooked any item, please call it to our attention.

In order to meet a late summer or very early fall construction schedule I would suggest your review of this preliminary be accomplished very soon. I anticipate no more than three weeks to complete all final documents from the time we received a approved preliminary.

If there are any questions please feel free to contact me.

Sincerely,

Carl V. Rossetti

Carl V. Rossetti, P.E.

cc: City of Clatskanie

ENVIRONMENTAL IMPACT STATEMENT

FOR

THE CITY OF CLATSKANIE PARK STREET BRIDGE

I. GENERAL COMMENTS

A. Use of Bridge

1. The existing bridge has been used for general access to the City Park for both foot and vehicle traffic. The new structure will be used in the same manner with no change in effect from the original use.

2. The existing and new bridge will have virtually no impact on the environment.

B. Governmental Agencies

1. Corps of Engineers

    a. Attached is letters received from my inquiry and is self explanatory.

2. U.S. Coast Guard

    a. Contacted Mr. Wayne Lee and John Mikesell of U.S. Coast Guard in Seattle and discussed the matter with them. Following are comments made:

        i. Because tide water extends up the Clatskanie to this site the determination and issuance of permits comes under the Coast Guard's jurisdiction.

        ii. A permit will be necessary.

        iii. Obtaining permit will not be a problem as only small sport fishing craft navigate up to and beyond this point.

        iv. Request for permit will be filed by letter as soon as requirements are received. Permit should be issued before bridge is constructed as there is ample time.

C. Division of State Lands

1. See attached copy of letter.

D. State Department of Fish & Wildlife

1. Fish Passage

a. Discussed with District Biologist for Department, Mr. Brent Forsberg, the new project. He received copies of our preliminary plans. Conclusion was as long as the river banks were not going to be disturbed, he saw no problem.

b. No letter has been received back as to date.

E. Conclusion

1. There should not be any adverse effects on the environment because of this new bridge.

2. The proposed design for new bridge will not create any problems for fish habitat.

3. A permit will be required by the U.S. Coast Guard and obtained as soon as possible. Project should not be delayed because of this.

Carl V. Rossetti, P.E.

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208-2946

Reply to
Attention of:

March 22, 1985

Operations Division (NPPOP-R-1)

Carl V. Rossetti, P.E.
2263 N.E. Cornell Road
Hillsboro, Oregon 97124

Dear Mr. Rossetti:

We have reviewed your project to replace the Park Street bridge across Clatskanie River at Clatskanie, Oregon. You asked for comments regarding permit requirements. We have no authority pursuant to Section 404 of the Clean Water Act and Section 10 of the River and Harbor Act. Therefore, a Department of the Army permit is not required. However, a permit may be required from the U.S. Coast Guard pursuant to Section 9 of the River and Harbor Act.

For more information about the Section 9 permit you should contact:

Wayne Lee
U.S. Coast Guard
915 Second Avenue
Seattle, Washington 98174
(206) 4~~2~~2-5864
442

We are, by copy of this letter, sending your drawing entitled "Park Street Bridge" to the Coast Guard for their information. If you have any questions regarding our permit authority, please contact Richard Johnson at the above address or telephone (503) 221-6995.

Sincerely,

G A Newgard
G. A. Newgard
Chief, Regulatory Branch

JOHN
MIKESELL

CF: U.S. Coast Guard w/drawing

COAST GUARD

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

BARBARA ROBERTS
Secretary of State

BILL RUTHERFORD
State Treasurer

March 22, 1985

Mr. Carl Rossetti, P.E.
2263 NE Cornell Road
Hillsboro, OR 97124

Dear Mr. Rossetti:

Thank you for contacting us concerning the design of the new Park Street bridge for the City of Clatskanie.

We have reviewed the project and have no objection to the design. If construction of the structure would remove, fill, or alter more than 50 cubic yards of material within the bed and banks of a waterway, a State Removal-Fill permit would be required.

Enclosed is a copy of the Removal-Fill Law, administrative rules, and joint application forms for your information and/or possible use. If we can be of further assistance, please call our office.

Sincerely,

Earle A. Johnson
Assistant Director
Environmental Permits Section

EAJ:WP:df

10,130

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985       PAGE  999

                                                                                  FISCAL          GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                              304   1961     927    00 P 1          2.43CR          213.62          213.62
                              304   1961     927    00 P 2                          458.85          458.85
                              304   1961     932    00 P 1         18.21             18.21           18.21
                              304   1961     933    00 P 1           .91CR             .91CR           .91CR
                              304   1961     933    00 P 2                          202.91          202.91
                              304   1961     937    00 P 1           .87CR             .87CR           .87CR
                              304   1961     937    00 P 2                          198.98          198.98
                              304   1961     950    00 P 1           .23CR             .23CR           .23CR
                              304   .1961    950    00 P 2                           49.75           49.75
                                             TOT       P1       3,433.86          6,003.49        6,003.49
                                             TOT       P2           2.64CR       24,354.56       24,354.56
                                        ** JOB TOTALS **        3,431.22  **     30,358.05  **   30.358.05  **

  COLUMBIA BLVD-L COLUMB HWY  CONT NO      FA PROJ NOS M   6240001 100                                       STATE
                              305   1909     296    00 N 9         98.29CR         236.01CR      1,651.46CR
                              305   1909     298    00 N 9         98.29           236.01        1,651.46
                              305   1909     901    00 P 1         97.86           313.37          624.29
                              305   1909     910    00 P 1                                       1,217.95
                              305   1909     918    00 P 1                                           4.67
                              305   1909     920    00 P 1                                         115.42
                                             TOT       P1          97.86           313.37        1,962.33
                                        ** JOB TOTALS **           97.86  **       313.37  **    1,962.33  **

  CLATSKANIE RIV (PARK ST) BR CONT NO      FA PROJ NOS BROS0501001 100                                       STATE
                              395   1911     295    00 N 9        878.83         2,976.79        2,976.79
                              305   1911     296    00 N 9      4,696.16CR      12,509.26CR     12,509.26CR
                              305   1911     298    00 N 9      3,817.33         9,532.47        9,532.47
                              305   1911     901    00 P 1        561.20         1,401.71        1,401.71
                              305   1911     904    00 P 1                      10,800.00       10,800.00
                              305   1911     906    00 P 1          1.11           152.66          152.66
                              305   1911     918    00 P 1                             6.64            6.64
                              305   1911     937    00 P 1           .52CR          116.37          116.37
                                             TOT       P1         561.79        12,477.38       12,477.38
                                        ** JOB TOTALS **          561.79  **    12,477.38  **   12,477.38  **

  HEMLOCK AVE-8TH TERRACE(COOS  CONT NO 0000 * FA PROJ NOS TQM 2641001 100                                   STATE
                              306   1945     295    00 N 9                                       1,441.92
                              306   1945     296    00 N 9                                      18,824.01CR
                              306   1945     298    00 N 9                                      17,382.09
                              306   1945     901    00 P 1                                      12,589.26
                              306   1945     905    00 P 1                                       4,473.38
                              306   1945     910    00 P 1                                       1,258.09
                              306   1945     911    00 P 1                                         335.20
                              306   1945     920    00 P 1                                          55.28
                              306   1945     921    00 P 1                                       1,380.16
                              306   1945     922    00 P 1                                          21.32
```

[illegible] [illegible]

November 9, 1984

City of Clatskanie
City Hall
Clatskanie, OR 97016

AGR 4-1

MISC. CONTRACTS and
AGREEMENTS No. 8270

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Clatskanie River (Park Street) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10730

October 24, 1984

PRO

Del W. McPherson
City Administrator
City of Clatskanie
P.O. Box 9
Clatskanie, OR 97016

Dear Mr. McPherson:

SUBJECT: Clatskanie R. (Park St.) Br.
Project # BRUS-0501(1)
City of Clatskanie

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8270, the City should submit an advance deposit for its share of the preliminary engineering cost.

Estimated P.E. Cost	$34,000
Less Federal Funds (80%)	(27,200)
City Share (20%)	$ 6,800
CITY'S SHARE AND ADVANCE DEPOSIT	$ 6,800

LP16
Received
11-15-84
MKS

Please submit your advance deposit in the amount of $6,800 so that your consultant may begin work. You may use one of the three options described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

MKS:pf
Attachment

bcc w/AD # 84-123: Wayne Schulte, Metro Region
Vern Skoog-Please return completed AD #84-123 when advance deposit is received.

16.133 SN 19-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0501(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50085

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-84

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

CLATSKANIE RIVER (PARK STREET) BRIDGE #08403-000-00010 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering 1-STR-SN-Elim.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $49,000; Federal Funds $39,200

13. REMARKS

As requested by Mr. Potter's PEA dated October 18, 1984, subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10/24/84

15. SIGNATURE OF APPROVING OFFICIAL CJ Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Columbia Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01970

SECTION Clatskanie River (Park Street) Bridge 10-19-84

REGION Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 305-3.

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		500
904 CONSULTANT		35,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		7,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 49,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-0501(1)

LOCATION ENGINEER'S REMARKS

The State will monitor the consultant's work on this project.

APPROVED BY ST. HWY. ENGR. 5-7-84

Project Monitor: Ben Rathod

ARED BY Wayne Schutte	DATE 8/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE 10/15/84
RECOMMENDED, REGION ENGINEER X [illegible]	DATE 8/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 10/12/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-84	

734-1914 (7-82)

[illegible]

MS

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
City St., Park St. (Clatskanie) "Clatskanie R. (Park St.) Br. Sec."	117	50085	BROS-0501(1)	NON	STREET

Access Control NONE Parking Restrictions NONE System Revision NONE

Airports (within 2 Mi.) NONE ROW N/A City Prop.

Water Development NONE Recreation & Historical Areas NONE

County Columbia Code 009 Imp. Code 09

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) Included in FY 85 AP in 6 Yr. HIP Status Report & Exhibit "C".

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

- X All Phases
- ___ All Phases thru Final Envir. Document
  - X Incl. Archeological Salvage
  - X " Util. Preparatory Work
  - ___ " R.R. Preparatory Work

[illegible]

Est. Proj. Cost:			
	TEC NTE	$ 49,000	↑ 34000
(80%)	FF	$ 39,200	27200
	STATE	$ - - -	
	CITY	$ 9,800	↑ 6,800

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: Attached are Parts 1, 2 & 4 of the Project Prospectus & project map.

DDB:me Key No. 01970

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-18-84	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

COLUMBIA CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	01970
SECTION	Clatskanie River (Park Street) Bridge
REGION	Metro Region
AUTHORIZATION NO.	1
PREFIX	
DATE	

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 200	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	100		935 SOILS	500	
904 CONSULTANT	25,000 ~~35,000~~	[illegible] Schulte 10-19-84	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	
905 FINAL DESIGN	1,000		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS	1,500	
906 BRIDGE DESIGN	2,000 ~~7,000~~	[illegible] 10-19-84	921 SPECIFICA-TIONS	2,500		938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	-0-		923 ENVIRONMENTAL SECTION	-0-		950 TRAINING	0	
910 REGION GEOLOGIST	100		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION	-0-		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	100		932 RAILROAD & UTILITIES	100				

TOTALS	$ 34,000 ~~47,000~~	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

The State will monitor the consultant's work on this project.

9-25-84
CL.

Project Monitor: Ben Rathod

PREPARED BY Wesley Schulte	DATE 8/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8/3/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

15,130

Rec'd 10/17/84

CITY OF CLATSKANIE
P. O. Box 9
CLATSKANIE, OREGON 97016

October 15, 1984

Wayne Schulte, Federal Aid Specialist
Department of Transportation
Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: Clatskanie River (Park Street) Bridge Project
File 84-70

Dear Wayne,

In accordance with your request of September 26, 1984, please find attached, the three copies of the agreement covering responsibilities related to the bridge replacement. Find also, three copies of the resolution authorizing the Mayor and the City Administrator to execute the agreement as requested.

This is to advise you also, of the selection of Rossetti and Maris, Engineers and Consultants of Hillsboro as the engineering firm for the bridge project. This was done by official action of the City Council on October 9, 1984. I have inclosed a copy of my notification of their selection to you for your records.

I appreciate all your help thus far Wayne and know we'll be in touch a good deal in the future. We look forward to getting the project underway.

Sincerely,

Del W. McPherson
City Administrator

DWM/al

enc: Agreements (3)
Resolution (3)
Letter

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
OCT 22 1984
REFER TO Marge
R/D ___ ACT X REPLY ___
DISC ___ INFO ___ FILE ___

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: August 30, 1984

Wayne Schultz for

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Clatskanie River (Park Street) Bridge
City of Clatskanie
Columbia County

Here is our programming packet for replacing the Park Street Bridge over the Clatskanie River in the City of Clatskanie. Recommended funding is HBR and the City plans to provide the matching funds. The project is listed in the Six Year Program under "Local Option - Highway Bridge Replacement Off-System Bridges" as a State Fiscal Year 1984 project.

The Metro Environmental Unit has identified this project as a Statewide Categorical Exclusion.

We have made estimates for the Region functions on the enclsoed Survey Authority. The Location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KLB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachments

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 31 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10,130

CITY OF CLATSKANIE
P. O. Box 9
CLATSKANIE, OREGON 97016

August ~~13~~ 17, 1984

Wayne Schulte, Federal Aid Specialist
Department of Transportation
Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Wayne:

Please find enclosed, the City of Clatskanie's "Federal Aid Project Request" and the "Project Prospectus" for the Clatskanie River (Park Street) Bridge. Find also a preliminary sketch and maps showing the location.

The citizens of Clatskanie favor the project as was evidenced by their approval of a three (3) year Serial Levy at an election on June 26, 1984. We have advertised for proposals that we may select an engineering firm in order to move along. That selection will be made by the City Council no later than September 5, 1984.

I trust the attached paper work is in order. If I have missed anything, you may contact me at 728-3731.

Sincerely,

Del W. McPherson
City Administrator

DWM/lg

enc: Request (2)
Prospectus (2)
Map & Sketch (2 each)

Karen: 8-17-84

Pls. "crank-up" packet processing brigade for this HBR project.

W. S.

Plan# 84-97

10,130

FEDERAL AID PROJECT REQUEST

Date 8-13-84

Applicant Agency City of Clatskanie

Request for: Off-System X, FAS-C____, FAUS____ Project

Federal Aid Route No.______ Route Name______

Project Name Park Street Bridge

Project Length 140' Project Location (Attach sketch map)

Project Description

Remove and replace the existing steel (Pony Truss) bridge; Construct new bents as required to match existing profile; Install precast concrete bulb "T" with integrated deck; Construct concrete headwalls and wingwalls to control ramp fill; Pave approaches and overlay bridge deck.

Average Daily Traffic 50 Design Speed 30

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 0

Medians no Parking no

Sidewalks no

Remarks existing bridge has wood deck and steel structural members

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 Travel Lanes 2 Shoulders no

Medians no Parking no

Curbed yes Length Curb Radii 20'

Sidewalk/Bikeway yes- 5' S/W

Remarks New section will have two 11' lanes with two 5' sidewalks all of concrete construction

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width NA- City prop Minimum______ Maximum______

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes______ No xx

3. Will additional right-of-way be needed? Yes______ No xx

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______

Remarks City owns property adjacent to the 30' dedicated right of way which will allow expansion as required.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NA- no signalization

Are sidewalk/bikeways desired? Yes- two 5' SW

Are any utilities to be attached to structure? yes- 6" water, 6" sewer

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no- replacing existing

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No xx

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Hall, Mr. Del McPherson, City Mgr. Office
2.	Environmental	" " same Office
3.	Public Hearing	" " same Office

Remarks The City's engineering consultant will assist as needed.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant XX

2. Proposed Signalization:

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? Included in project- ID sign & speed

4. Permanent Striping:

Include in project or by applicant? Included as required

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Mercury vapor lighting is existing on the City Park side of the bridge. There is no illumination on the west side.

2. Proposed Illumination:

Location Install one additional light on the west side of the bridge
Type mercury or sodium vapor pole mounted

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Park Street and Conyers Street
Type Steel Pony Truss bridge
Approach Roadway Width 22' Shoulder Width 4' SW
Length 140' Width 24'
To remain in place? no removed

2. Proposed Structure:

Location Same

Approximate Size: Length 140' Width 32'

2. Project construction engineering to be performed by:

Applicant________ State________ Consultant XX

3. Will applicant perform any work prior to or after award of contract?
Yes________ No XX
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 8,000.00
Right-of-way costs (if participating)	-0-
Traffic control	500.00
Illumination	1,500.00
Structures	143,800.00
Railroad	-0-
Other	-0-
Preliminary engineering	
PROJECT TOTAL	$

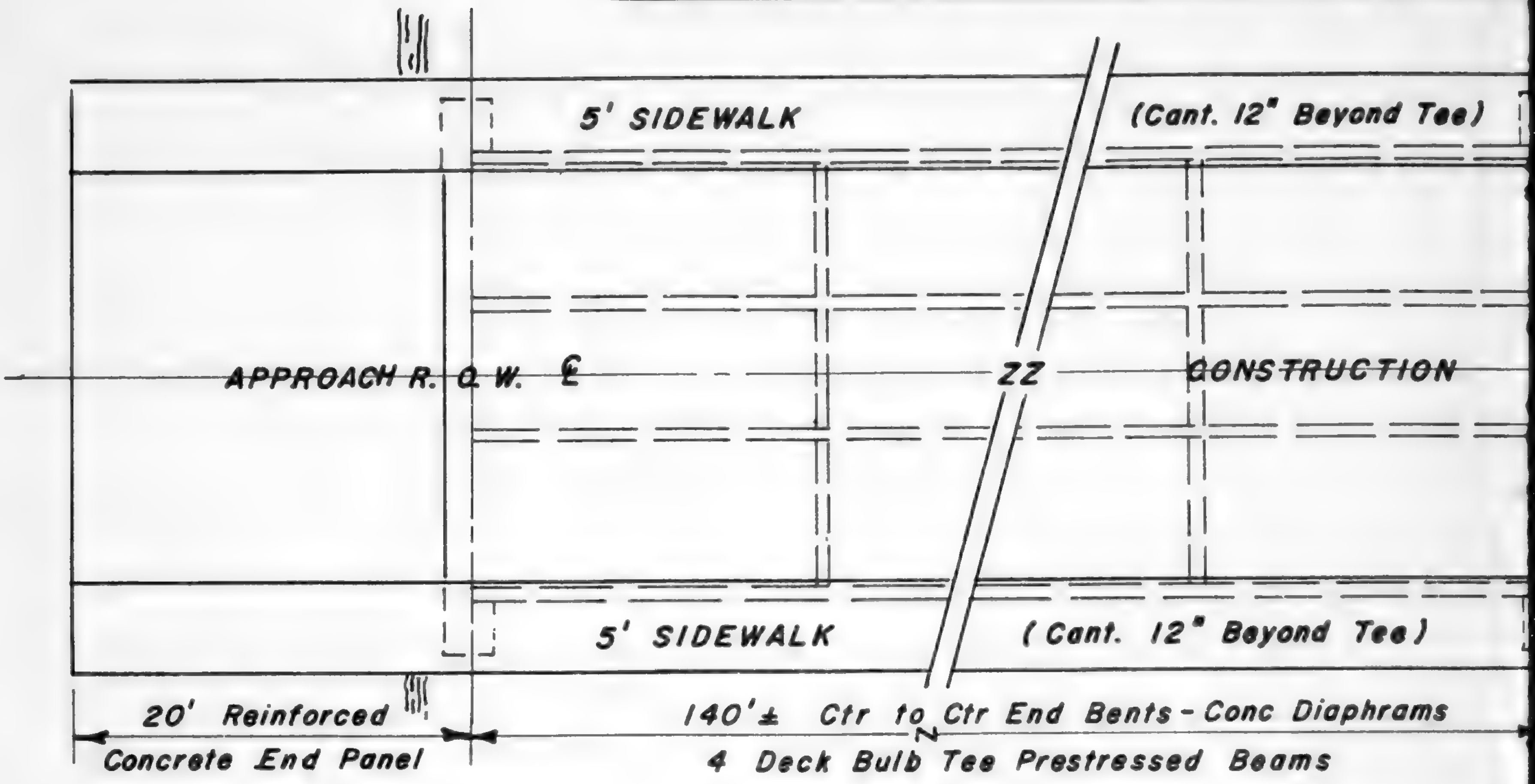
Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

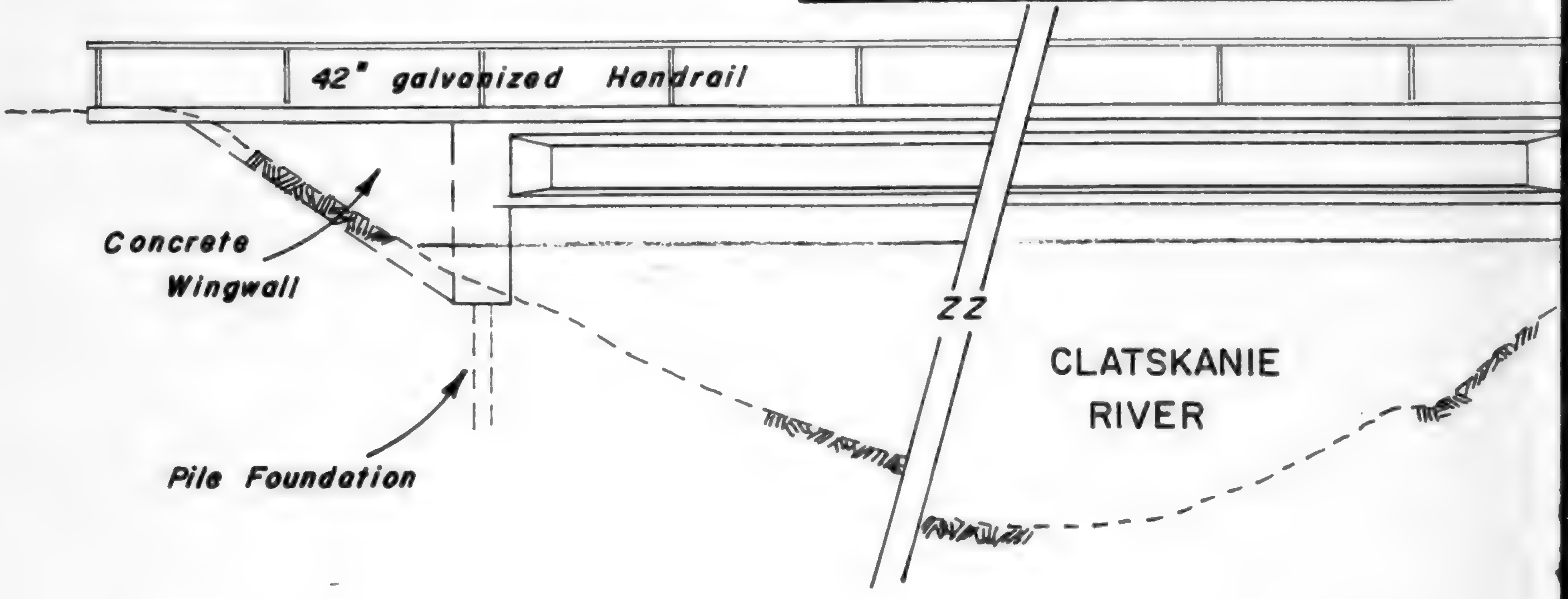
CITY OF Clatskanie and/or ________ COUNTY

By Council Pres. By
By City Administrator By
By

PLAN - PARK STREET BRIDGE SCAL

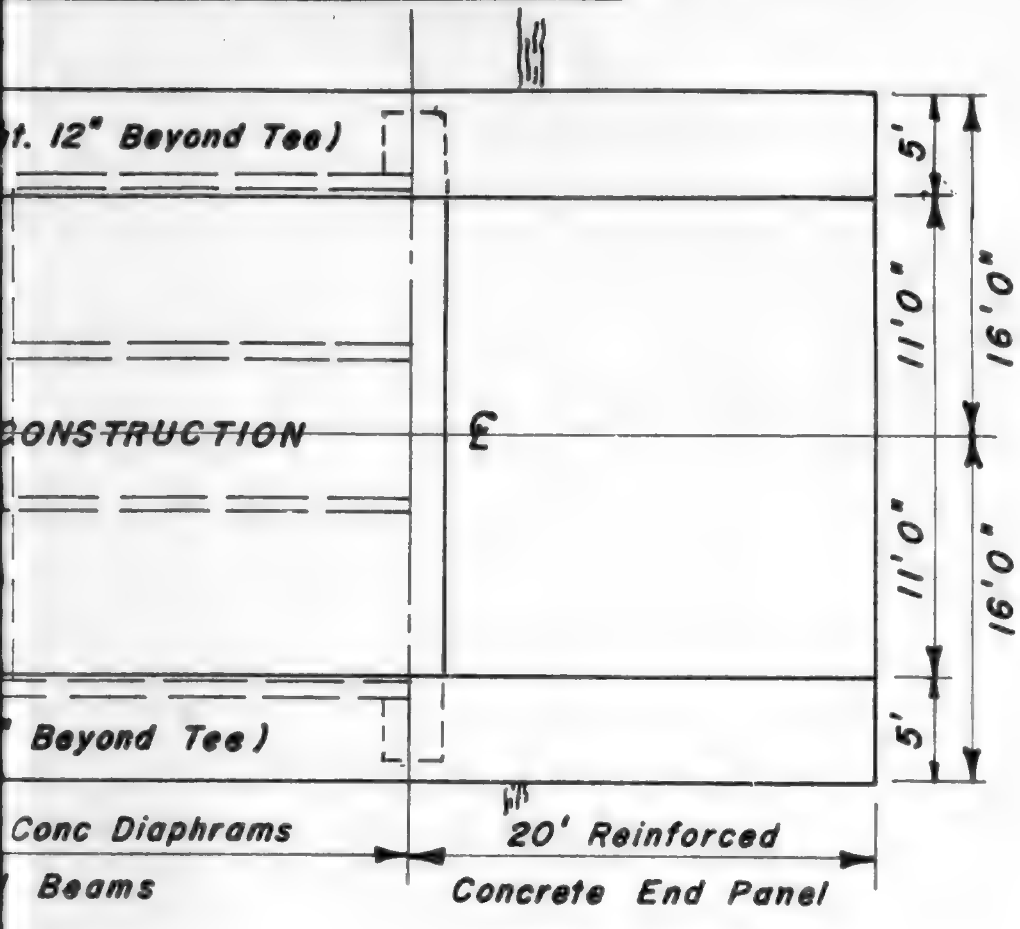

5' SIDEWALK
(Cant. 12" Beyond Tee)
APPROACH R. O. W. ℄
ZZ
CONSTRUCTION
5' SIDEWALK
(Cant. 12" Beyond Tee)
20' Reinforced
Concrete End Panel
140'± Ctr to Ctr End Bents - Conc Diaphrams
4 Deck Bulb Tee Prestressed Beams

ELEVATION SCALE: 1" = 10'

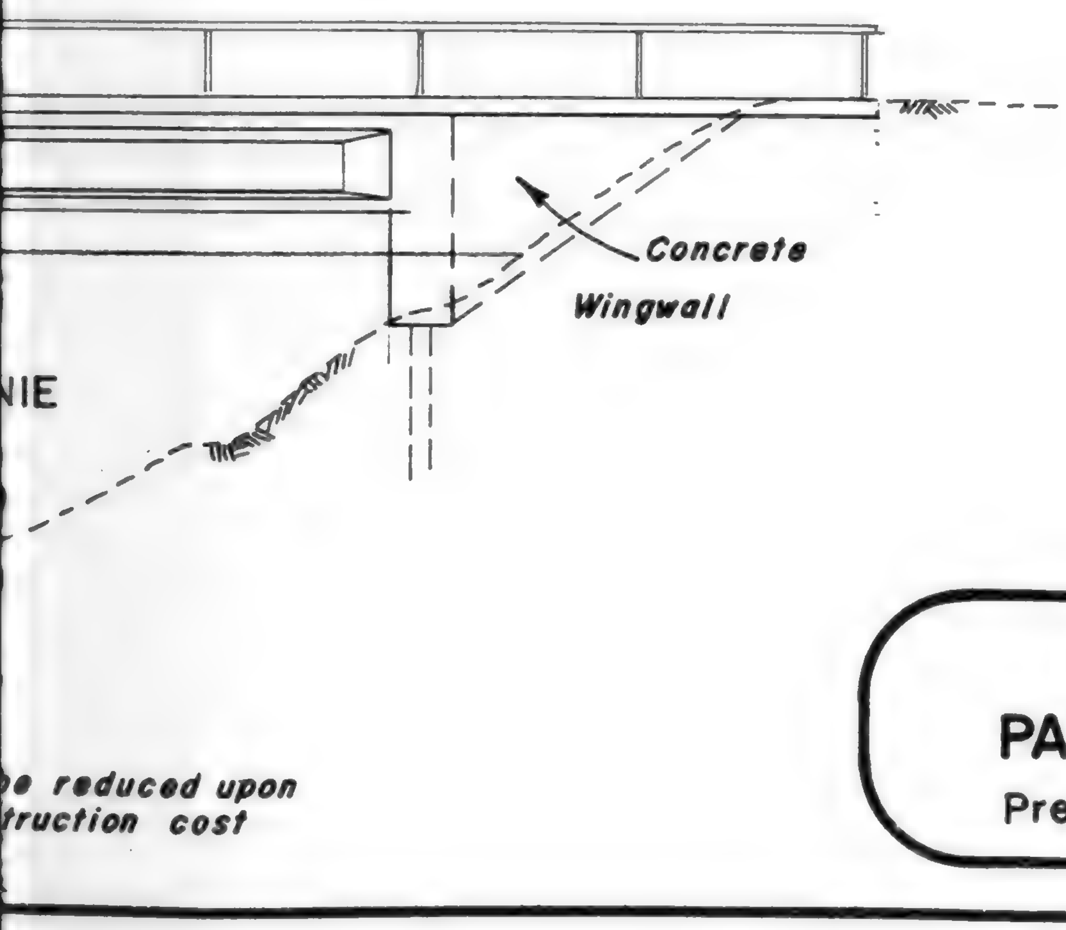

42" galvanized Handrail
Concrete
Wingwall
ZZ
CLATSKANIE
RIVER
Pile Foundation

NOTE: Length of bridge clear span may be reduced upon completion of field surveys. Construction cost estimate based on three bents.

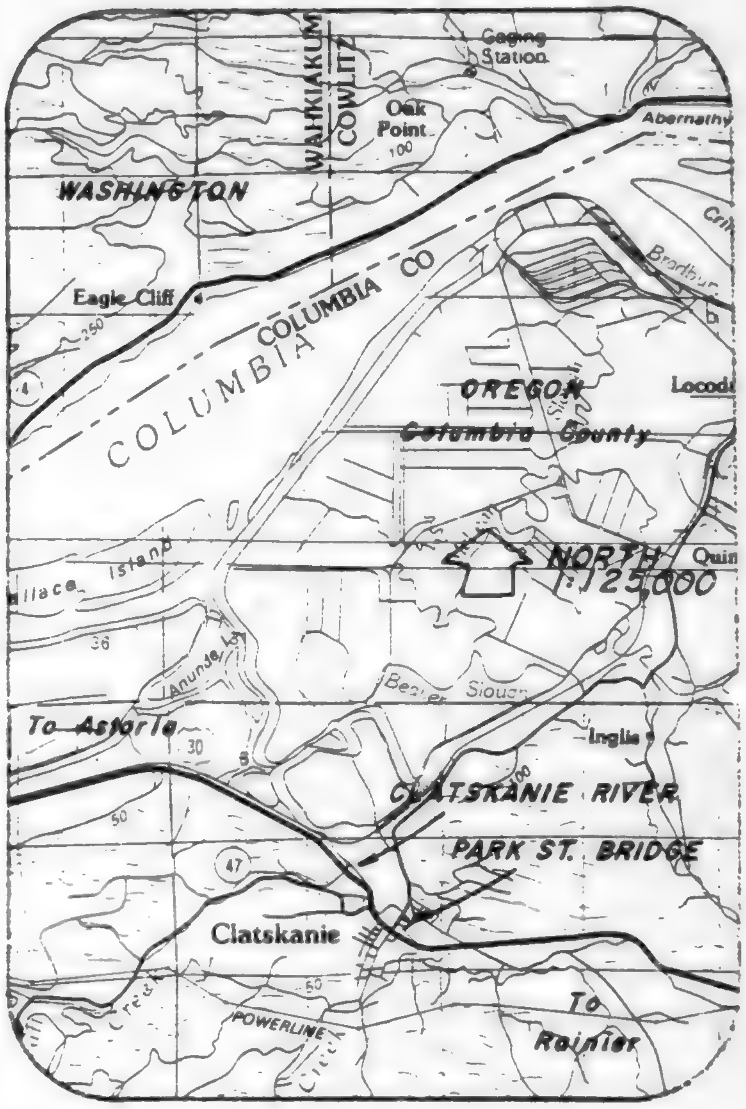
BRIDGE SCALE: 1" = 10' NORTH


t. 12" Beyond Tee)
CONSTRUCTION
℄
" Beyond Tee)
5'
11'0"
16'0"
11'0"
16'0"
5'
Conc Diaphrams
Beams
20' Reinforced
Concrete End Panel

ALE: 1" = 10'


Concrete
Wingwall
NIE

be reduced upon
truction cost


WASHINGTON
WAHKIAKUM
COWLITZ
Gaging Station
Oak Point
Abernathy
Eagle Cliff
COLUMBIA CO
COLUMBIA
OREGON
Columbia County
NORTH
1:125,000
Wallace Island
To Astoria
Inglis
CLATSKANIE RIVER
PARK ST. BRIDGE
Clatskanie
POWERLINE
To Rainier

VICINITY MAP

City of Clatskanie
PARK STREET BRIDGE
Preliminary Sketch July 1984

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

84-10

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1970	
SECTION Clatskanie River (Park Street) Bridge ~~[illegible]~~	REGION Metro Region

STATE HIGHWAY #	HIGHWAY NAME N/A 8-3-84	MILE POST FROM TO	LENGTH 140'
☒ URBAN ☐ RURAL	CITY Clatskanie	COUNTY Columbia	ROAD/STREET NAME Park Street
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) City of Clatskanie	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING (✓)	N/A	FILES (#)		N/A
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)		N/A
ROADWAY	$ 8		STRUCTURES (✓)	X	RELOCATIONS (#)		N/A
STRUCTURES	$ 180		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 0		SIGNALS (✓)	N/A	PRELIMINARY ENGINEERING	(S,C,A)	C
ILLUMINATION	$ 1.5		ILLUMINATION (✓)	X	CONSTRUCTION ENGINEERING	(S,C,A)	C
TEMPORARY PROTECTION	$ 0				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
~~10%~~ ENGINEERING & CONTINGENCIES	$ 25.82		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 215.32	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85	RECOMMENDED FUNDING SOURCE HBR – OS	RECOMMENDED PROGRAM YEAR FY 85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	0	50
YEAR OF AVERAGE DAILY TRAFFIC	1984	1985

DEFINE THE PROBLEM

The Park Street Bridge was purchased from the State of Oregon and relocated to its present site by the City of Clatskanie. Approximately four years ago, the bridge was inspected and found to be structurally inadequate for vehicular traffic. Since that time, the bridge has been closed to traffic and continues to deteriorate.

PROPOSED SOLUTION

We propose to remove the existing structure and reconstruct the bents to support a prestressed concrete bridge span, including new approach ramp and two lane bridge deck with sidewalks.

REQUESTED, REGION ENGINEER X Edward V Hardt	DATE 8/3/84
APPROVED, ASST. HWY. ENG FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

REGION

PROJECT JUSTIFICATION

The Park Street bridge in the City of Clatskanie was evaluated nearly four years ago and found to be structurally inadequate to support vehicular traffic. As a result, the bridge was abandoned and park access limited to Swedetown Road. The resulting changes in the traffic patterns has caused congestion and serious concerns about safety.

The existing Pony Truss bridge was originally constructed on another site and belonged to the State of Oregon. The City of Clatskanie purchased the bridge and modified it to fit the Park Street application. The effects of modifying the original design (i.e. increasing the width) and severe corrosion within the gusset plates have rendered the span incapable of supporting the design loadings.

The Park Street Bridge access is the primary connection to the downtown core area. This access connects the park with the commercial areas and substantial residential area south of the Clatskanie River.

ADMINISTRATION RECOMMENDATION

PROJ. MONITOR: BEN RATHOD

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-70

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Clatskanie River (Park Street) Bridge

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95 N	C	SIGNS (PERMANENT)	C	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	C	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	C	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	C	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	C	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	A	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	C	BUILDING	C	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	C	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES
Clatskanie Peoples Utility Dist

RIGHT-OF-WAY LIAISON	C	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 30 MPH

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDEWALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDEWALK	BIKE PATH
EXISTING																
0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0
0	5	0	0	0	0	0	11	0	11	0	0	0	0	0	5	0

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	110	32	180,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			

1985 Lone Tree Br. Sec. of 10,131
Catching Slough Road.
(Grading, paving & structure)

C9A 7966 10-11-83

10,131

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		A Y 02	CURRENT DOCUMENT NUMBER **146780**
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE 022388	VENDOR NUMBER 0000312666-00

Coos County
Highway Department.
Coquille, OR 97423

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

FOLD

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C10131 000	L03	8011			844010	10	8,759.97

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:	TOTAL PRICE
Final Settlement on BRS A 431 (1& 3), Lone Tree Catching Slough Rd. Br. Agreement #7966	
Total Project Cost	237,637.90
Less: Federal Funds	<183,331.51>
Less: State Funds	<21,146.42>
Less: Advance Deposit	<24,400.00>

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE 8,759.97

Mike Shultz - #378-6514

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
MAR 0 1 1988
REFER TO ______
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

10,131

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 11, 1988

COUNTY: Coos AGREEMENT NO: 7966 PROJECT NO: BRS-A431(3)

CONTRACT NO: 10131 SECTION: Lone Tree (Catching Slough Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C506-1986:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 196.95	$
Consultant Fees	11,900.00	
Final Design	492.58	
Bridge Design	616.65	
Temporary Protection	41.01	
Region Geology	513.69	
Traffic Section	49.45	
Location	7.83	
Program Section	41.02	
Specifications	546.84	
Environmental Section	101.70	
Structural Foundations	2,807.52	
Surface Design Engineer	70.86	
Hydraulics	63.59	
Public Hearing Charges	250.47	
Total P.E. Cost	$ 17,700.16	$ -0-

CONSTRUCTION PREFIX C10131:

Payment to Contractor	$ 183,881.94	$
Interest on Final Payment		71.25
Consultant Fees (OBEC)	27,582.29	417.71*
Project Manager		1,648.61*
Region Office		1,653.85*
Program Section		95.81*
Technical Services		597.22*
Accounting		9.00*
Materials Testing		3,980.06*
Total Construction Cost	$ 211,464.23	$ 8,473.51

SUMMARY		
Participating P.E. Cost		$ 17,700.16
Participating Const. Cost		211,464.23
Total Participating Cost		$ 229,164.39
FEDERAL FUNDS		
P.E. (80%)	$ 14,160.13	
Const. (80%)	169,171.38	(183,331.51)
Subtotal		$ 45,832.88
Less State Share (Const. Cost Only)		(21,146.42)
Plus Non Participating County Cost		8,473.51
Less County's Advance Deposit:		
P.E. AD #84-12	$ 3,600	
CONST. AD #85-101	15,600	
CONST. AD #85-111	5,200	(24,400.00)
BALANCE DUE FROM COUNTY		$ 8,759.97

*All construction engineering costs exceeding the federal 15% limitation are Non Participating County costs.

MKS:bkw

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                  JOB COST SUMMARY RUN ON  11-30-87
            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 11/27/87

                                   CREW       CURRENT      BALANCE TO
EA         ACTIVITY OBJ-DETAIL NUMBER      MONTH          DATE
--         -------- ---------- ------     -------      ----------
C10131              001        8011                        561.35
C10131              136        0500                          7.00
C10131              146        8011                         26.72
C10131              146        8213                         23.88
C10131              199        8011                        223.29
C10131              220        8011                     28,000.00
C10131              300        8011                    183,881.94  contractor
C10131              349        8011                         71.25  interest
C10131              550        8213                          4.60
C10131              550        8215                          9.20
C10131              555        0521                         17.40
C10131              555        0531                           .79
ACTIVITY                                                           212,827.42 SUBTOTAL

C10131    010       001        0813                        328.60
C10131    010       001        0821                        114.40
C10131    010       030        0813                         54.77
ACTIVITY    010                                                        497.77 SUBTOTAL

C10131    900       001        3011                         45.78
C10131    900       001        3015                      1,479.88 REGION
C10131    900       130        8011                         44.94
C10131    900       130        9997                          6.40
C10131    900       146        8011                          4.75
C10131    900       220        8011
C10131    900       550        3000                         91.50
C10131    900       550        3011                         13.50                1630.66
C10131    900       550        8011                          8.40
C10131    900       598        0521
ACTIVITY    900                                                      1,695.15 SUBTOTAL

C10131    901       001        0522                          8.74
C10131    901       001        7200                        182.04
C10131    501       504        7361                         12.84
C10131    901       504        7460                          8.50
ACTIVITY    901                                                        212.12 SUBTOTAL — 1648.61

C10131    914       001        7700                         23.19
ACTIVITY    914                                                         23.19 SUBTOTAL

C10131    920       001        0612                         37.06
C10131    920       001        0631                         58.75
ACTIVITY    920                                                         95.81 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     2

              JOB COST SUMMARY RUN ON  11-30-87
          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                 PAYROLL CHARGES ARE LOADED
               CHARGES ARE CURRENT TO 11/27/87

                                   CREW       CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL   NUMBER       MONTH          DATE
--        -------- ----------   ------      -------      ----------
C10131    921       136         0500                        597.22
ACTIVITY    921                                                          597.22 SUBTOTAL

C10131    940       001         8213                         42.96
C10131    940       001         8221                         22.19
C10131    940       001         8240                         85.91
C10131    940       551         3015                        491.00
C10131    940       551         8011               124.   16,126.00   #300 DIANE is checking this out
C10131    940       551         8200                         78.00
C10131    940       551         8213                         32.00
C10131    940       551         8215                         34.00
C10131    940       551         9997                      2,355.00
ACTIVITY    940                                                       19,267.06 SUBTOTAL

C10131    990       001         0521                          9.00
ACTIVITY    990                                                          9.00 SUBTOTAL

EA          C10131 TOTAL                                             235,224.74


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,131

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE	FEDERAL AID PROJECT NO. BRS-A431(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 8-22-85 To: 5-21-87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
219,937.74 ~~$235,224.74~~	-211,464.25 ~~$211,464.25~~	80%	$169,171.38	$169,171.38	

118

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 10-26-87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
FEB 0
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Lone Tree Bridge Section Catching Slough Road Coos County					
	Construction Type Code X020 Bridge (Sta. No. 16682) (Sta. 11+25.56 to Sto. 12+09.56)					
	Final Contract Payment Summary	Lump Sum			$138,276.14	
	Type Code I000 Roadwork(sta. 10+00 To Sta.11+25.56)(Sto. 12+09.56 to Sto. 13+58.91)					
	Final Contract Payment Summary	Lump Sum			45,605.80	
	Total Participating Construction Cost				$183,881.94	
	Construction Engineering Work by OBEC	All Required			17,582.29	
	Total Participating Project Cost				211,464.23	
	Non Participating Project Cost Interest On Final Payments	All Required			71.25	
	Construction Engineering	All Required		8,402.26	~~23,689.26~~	
	Total Non Participating Project Cost				~~23,760.51~~	8473.51
	Total Project Cost				~~$235,224.74~~ $219,937.74	
	AMOUNT CARRIED FORWARD					

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REPORT FMRP224-1                                                                                 PAGE 13,073

                                      OREGON DEPARTMENT OF TRANSPORTATION
                                         JOB COST SUMMARY BY EA/SUBJOB
                                               AS OF 08/31/87

02  HIGHWAY DIVISION

C10131  -000     LONE TREE BR -CATCHING SLOUGH          EA TYPE   :    10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT:  8011  PROJECT MANAGER-8011-REGION          TOTAL:   GRAND


                                                                                TOTAL-         PCT OF
                                              BUDGET       CURRENT MONTH       TO-DATE         BUDGET      ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                            100.00

    EXPENDITURES BY ACTIVITY
      ACT: 010  SUPERVISION AND ADMINISTRATION                                   497.77
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                            1,695.15
      ACT: 901  PROJECT ENGR.-CONSULTANT APPL.                                   203.38
      ACT: 914  UTILITY LIAISON                                                   23.19
      ACT: 920  PROJECT PROGRAMMING                                               95.81
      ACT: 921  PREPARE SPECIFICATIONS AND ESTIMATE                              597.22
      ACT: 940  MATERIALS TESTING                                             19,267.06
    TOTAL EXPENDITURES BY ACTIVITY                                            22,379.58

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT       TITLE        OBJ        DESC
      0500 ACCOUNTING SECTION 136 PRINTING AND REPR                                7.00
      0521 BILLINGS, REVENUE  555 HIGHWAY DIVISION                                17.40
      0531 DATA ENTRY         555 HIGHWAY DIVISION                                  .79
      8011 PROJECT MANAGER-80 001 REGULAR WORK TIME                              561.35
      8011 PROJECT MANAGER-80 146 FREIGHT AND EXPRE                               26.72
      8213 EUGENE INSPECTION  146 FREIGHT AND EXPRE                               23.88
      8213 EUGENE INSPECTION  550 RENT OF EQUIPMENT                                4.60
      8215 PORTLAND GENERAL I 550 RENT OF EQUIPMENT                                9.20
    TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                 650.94

  TOTAL EXPENDITURES                                                          23,030.52                        100.00

  REVENUES

    843000  FEDERAL REVENUES AS OTHER FUNDS
      60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                 10,425.43

    844010  OTHER CHARGES FOR SERVICES
      10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                    965.67

  TOTAL REVENUES                                                              11,391.10
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REPORT FMRP224-1                                                                                       PAGE 13,074
                                           OREGON DEPARTMENT OF TRANSPORTATION
                                              JOB COST SUMMARY BY EA/SUBJOB
                                                    AS OF 08/31/87

02  HIGHWAY DIVISION

C10131  -001     LONE TREE BR-CATHCHING SLOUGH          EA TYPE   :    10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT:  8011  PROJECT MANAGER-8011-REGION          TOTAL:  GRAND


                                                                                     TOTAL-        PCT OF
                                                    BUDGET      CURRENT MONTH       TO-DATE        BUDGET    ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ  300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                               100.00

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT          TITLE         OBJ         DESC
      8011 PROJECT MANAGER-80 349 INTEREST ON VENDO                                    71.25

  TOTAL EXPENDITURES                                                                   71.25                      100.00

  REVENUES

    844010  OTHER CHARGES FOR SERVICES
      10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                          80.79

  TOTAL REVENUES                                                                       80.79
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OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 08/31/87

02 HIGHWAY DIVISION

C10131 -010 LONE TREE BR-CATHING SLOUGH RD EA TYPE : 10 BRIDGE REPLACEMENT
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE RESP UNIT: 8011 PROJECT MANAGER-8011-REGION TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
CONTRACT AND UTILITY RELOC PYMTS					
OBJ: 300 FORMAL CONTRACTS - CONSTRUCTION, RI					100.00
EXPENDITURES BY ACTIVITY					
ACT: 900 PROJECT ENGINEERING - FIELD OFFICES			23,287.30		
TOTAL EXPENDITURES			23,287.30		100.00
REVENUES					
844010 OTHER CHARGES FOR SERVICES					
10 COUNTY COOP/FEDERAL CO. SEC. PROJ'S			3,119.21		
TOTAL REVENUES			3,119.21		

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REPORT FMRP224-1                                                                                      PAGE 13,076
                                      OREGON DEPARTMENT OF TRANSPORTATION
                                         JOB COST SUMMARY BY EA/SUBJOB
                                               AS OF 08/31/87

 02  HIGHWAY DIVISION

 C10131  -011    LONE TREE BR-CATCHING SLOUGH R        EA TYPE   :   10  BRIDGE REPLACEMENT
   EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE       RESP UNIT:  8011  PROJECT MANAGER-8011-REGION           TOTAL:   GRAND

                                                                                   TOTAL-          PCT OF
                                                      BUDGET       CURRENT MONTH   TO-DATE         BUDGET    ENCUMBRANCE

   EXPENDITURES

     CONTRACT AND UTILITY RELOC PYMTS
       OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                             183,881.94                    5,959.67

     EXPENDITURES BY ACTIVITY
       ACT:  900  PROJECT ENGINEERING - FIELD OFFICES                             23,287.30-
       ACT:  901  PROJECT ENGR.-CONSULTANT APPL.                                       8.74
       ACT:  990  PROJECT ENGR-OTHER                                                   9.00
     TOTAL EXPENDITURES BY ACTIVITY                                               23,269.56-

     NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
       UNIT        TITLE        OBJ        DESC
       8011 PROJECT MANAGER-80 199 DATA PROCESSING E                                 223.29
       8011 PROJECT MANAGER-80 220 CONSULTANT-ENGINE                              28,000.00
     TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                 28,223.29

   TOTAL EXPENDITURES                                                            188,835.67                    5,959.67

   REVENUES

     843000  FEDERAL REVENUES AS OTHER FUNDS
       60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                   159,067.52

     844010  OTHER CHARGES FOR SERVICES
       10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                    16,634.33

   TOTAL REVENUES                                                                175,701.85
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OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 08/31/87

02 HIGHWAY DIVISION

C10131 -""" LONE TREE BR -CATCHING SLOUGH EA TYPE : 10 BRIDGE REPLACEMENT
ER STATUS: 04 PROJECT IN CONSTRUCTION PHASE RESP UNIT: 8011 PROJECT MANAGER-8011-REGION TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
CONTRACT AND UTILITY RELOC PYMTS					
OBJ: 300 FORMAL CONTRACTS - CONSTRUCTION, RI			183,881.94		6,259.67
EXPENDITURES BY ACTIVITY					
ACT: 010 SUPERVISION AND ADMINISTRATION			497.77		
ACT: 900 PROJECT ENGINEERING - FIELD OFFICES			1,695.15		
ACT: 901 PROJECT ENGR.-CONSULTANT APPL.			212.12		
ACT: 914 UTILITY LIAISON			23.19		
ACT: 920 PROJECT PROGRAMMING			95.81		
ACT: 921 PREPARE SPECIFICATIONS AND ESTIMATE			597.22		
ACT: 940 MATERIALS TESTING			19,267.06		
ACT: 990 PROJECT ENGR-OTHER			9.00		
TOTAL EXPENDITURES BY ACTIVITY			22,397.32		
NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL					
UNIT TITLE OBJ DESC					
0500 ACCOUNTING SECTION 136 PRINTING AND REPR			7.00		
0521 BILLINGS, REVENUE 555 HIGHWAY DIVISION			17.40		
0531 DATA ENTRY 555 HIGHWAY DIVISION			.79		
8011 PROJECT MANAGER-80 001 REGULAR WORK TIME			561.35		
8011 PROJECT MANAGER-80 146 FREIGHT AND EXPRE			26.72		
8011 PROJECT MANAGER-80 199 DATA PROCESSING E			223.29		
8011 PROJECT MANAGER-80 220 CONSULTANT-ENGINE			28,000.00		
8011 PROJECT MANAGER-80 349 INTEREST ON VENDO			71.25		
8213 EUGENE INSPECTION 146 FREIGHT AND EXPRE			23.88		
8213 EUGENE INSPECTION 550 RENT OF EQUIPMENT			4.60		
8215 PORTLAND GENERAL I 550 RENT OF EQUIPMENT			9.20		
TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL			28,945.48		
TOTAL EXPENDITURES			235,224.74		6,259.67
REVENUES					
843000 FEDERAL REVENUES AS OTHER FUNDS					
60 FEDERAL AID - SPECIAL BRIDGE REPLAC			169,492.95		
844010 OTHER CHARGES FOR SERVICES					

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                              OREGON DEPARTMENT OF TRANSPORTATION
                                  JOB COST SUMMARY BY EA/SUBJOB
                                        AS OF  9/31/87

02  HIGHWAY DIVISION

C10131  -****    LONE TREE BR -CATCHING SLOUGH          EA TYPE   :    10  BRIDGE REPLACEMENT
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE         RESP UNIT:  8011  PROJECT MANAGER-8011-REGION         TOTAL:   GRAND

                                                                                      TOTAL-        PCT OF
                                                         BUDGET       CURRENT MONTH   TO-DATE       BUDGET     ENCUMBRANCE

    10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                           20,800.00

  TOTAL REVENUES                                                                     190,292.95
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STATE COPY 10131

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

1-1a

RECEIVED
STATE HWY ENGR
MAY 22 '87
REFER TO
Fredrickson
FOR

Inf	Invest	R/D	D R	Sign	Act	File

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon
DATE OF REPORT May 7, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-A431(3)
COMPLETION DATE (Actual) May 9, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY August 27, 1986	TIME ELAPSED 97 %	CONTRACT TIME May 16, 1986 Oy 5/28

LOCATION
Catching Slough Road (Lone Tree) Bridge Section approximately 5 miles southeast of Coos Bay

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.
   - B. Construction of Bridge No. 16682 over Catching Slough.
     Length: 84 feet Roadway Width: 32 feet
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Hamilton Construction Co.
3. Contract Amount: $183,881.94
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE John T.	
TITLE Area Engineer	DATE 5/21/87	TITLE District Engineer B	DATE 5/21/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	COOS
CONTRACT NO.	C10131
ESTIMATE NO.	6
HIGHWAY	CATCHING SLOUGH ROAD
FEDERAL AID PROJECT NO.	BRSA0431003
SECTION	LONE TREE BRIDGE

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	
001	11 MOBILIZATION	LUMP SUM	18000.0000	100.000	18000.00	18000.00	
002	11 TEMPORARY PROTECTION & DIR OF TRAFFIC	LUMP SUM	500.0000	100.000	500.00	500.00	
003	11 TEMPORARY SIGNS	SQ FT	8.5000	568.500	4832.25	4696.25	A
004	11 TEMPORARY BARRICADES	EACH	50.0000	4.000	200.00	200.00	//
005	11 TEMP CONCRETE BARRIERS REFLECTORIZED	LIN FT	10.0000	50.000	500.00	500.00	
006	11 FLAGGERS	HOUR	16.0000	86.500	1384.00	1384.00	
007	11 CLEARING & GRUBBING	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
008	11 REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	8000.0000	100.000	8000.00	8000.00	
009	11 GENERAL EXCAVATION	CU YD	5.0000	517.900	2589.50	2589.50	
010	11 FINISH ROADBED AND SLOPES	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
011	11 1"-0 AGGREGATE BASE	TON	11.0000	1,183.700	13020.70	12896.95	B
012	11 CLASS C ASPHALT CONCRETE	TON	40.0000	302.140	12085.60	12084.00	//
013	11 GUARD RAIL, TYPE 2A	LIN FT	20.0000	113.000	2260.00	2260.00	
014	11 GUARD RAIL, TYPE 3	LIN FT	30.0000	100.000	3000.00	3000.00	
015	11 GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	3.000	1050.00	1050.00	
016	11 RAIL END PIECE, TYPE C	EACH	100.0000	4.000	400.00	400.00	
017	11 EXTRA FOR ASPHALT APPROACHES	EACH	140.0000	5.000	700.00	700.00	
018	11 SHORING, CRIBBING, ETC	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
019	11 STRUCTURE EXCAVATION	CU YD	8.0000	49.300	394.40	394.72	
020	11 SPECIAL WALL BACKFILL	CU YD	20.0000	11.340	226.80	226.00	
021	11 FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8000.0000	100.000	8000.00	8000.00	A.
022	11 FURNISH HP 10X42 STEEL PILING	LIN FT	12.0000	734.000	8808.00	8808.00	//
023	11 FURNISH HP 10X57 STEEL PILING	LIN FT	14.0000	610.000	8540.00	8540.00	
024	11 DRIVE STEEL PILES	LIN FT	.5000	1,344.000	672.00	672.00	
025	11 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	13000.0000	100.000	13000.00	13000.00	
026	11 STRUCTURAL CONCRETE CL 4500 PA #2	LUMP SUM	48000.0000	100.000	48000.00	48000.00	
027	11 REINFORCEMENT	LUMP SUM	10000.0000	100.000	10000.00	10000.00	
028	11 COATED REINFORCEMENT	LUMP SUM	8000.0000	100.000	8000.00	8000.00	
029	11 METAL RAIL PA 4	LIN FT	30.0000	187.500	5625.00	5850.00	
	PRICE AGREEMENT ITEMS						

DATE 12 11 86 PG. 01 C10131	TOTAL CONTRACT ITEMS		
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

ACT PAYMENT VOUCHER

COUNTY COOS	CONTRACT NO. C10131	ESTIMATE NO. 6	
HIGHWAY CATCHING SLOUGH ROAD	FEDERAL AID PROJECT NO. BRSA0431003		
SECTION LONE TREE BRIDGE			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
ATION		LUMP SUM	18000.0000	100.000	18000.00		18000.00	
ARY PROTECTION &	DIR OF TRAFFIC	LUMP SUM	500.0000	100.000	500.00		500.00	
ARY SIGNS		SQ FT	8.5000	568.500	4832.25	A	4696.25	136.00
ARY BARRICADES		EACH	50.0000	4.000	200.00	//	200.00	
CONCRETE BARRIERS	REFLECTORIZED	LIN FT	10.0000	50.000	500.00		500.00	
RS		HOUR	16.0000	86.500	1384.00		1384.00	
ING & GRUBBING		LUMP SUM	1000.0000	100.000	1000.00		1000.00	
L OF STRUCTURES &	OBSTRUCTIONS	LUMP SUM	8000.0000	100.000	8000.00		8000.00	
L EXCAVATION		CU YD	5.0000	517.900	2589.50		2599.50	10.00-
H ROADBED AND SLOPES		LUMP SUM	1500.0000	100.000	1500.00		1500.00	
AGGREGATE BASE		TON	11.0000	1,183.700	13020.70	B	12896.95	123.75
C ASPHALT CONCRETE		TON	40.0000	302.140	12085.60	//	12084.00	1.60
RAIL, TYPE 2A		LIN FT	20.0000	113.000	2260.00		2260.00	
RAIL, TYPE 3		LIN FT	30.0000	100.000	3000.00		3000.00	
RAIL ANCHORS TYPE 1		EACH	350.0000	3.000	1050.00		1050.00	
END PIECES, TYPE C		EACH	100.0000	4.000	400.00		400.00	
FOR ASPHALT	APPROACHES	EACH	140.0000	5.000	700.00		700.00	
NG, CRIBBING, ETC		LUMP SUM	1000.0000	100.000	1000.00		1000.00	
TURE EXCAVATION		CU YD	8.0000	49.300	394.40		394.72	.32-
AL WALL BACKFILL		CU YD	20.0000	11.340	226.80		226.00	.80
H PILE DRIVING	EQUIPMENT	LUMP SUM	8000.0000	100.000	8000.00	A.	8000.00	
H HP 10X42 STEEL	PILING	LIN FT	12.0000	734.000	8808.00	//	8808.00	
H HP 10X57 STEEL	PILING	LIN FT	14.0000	610.000	8540.00		8540.00	
STEEL PILES		LIN FT	.5000	1,344.000	672.00		672.00	
TURAL CONCRETE	CLASS 3300	LUMP SUM	13000.0000	100.000	13000.00		13000.00	
TURAL CONCRETE	CL 4500 PA #2	LUMP SUM	48000.0000	100.000	48000.00		48000.00	
ORCEMENT		LUMP SUM	10000.0000	100.000	10000.00		10000.00	
D REINFORCEMENT		LUMP SUM	8000.0000	100.000	8000.00		8000.00	
RAIL	PA 4	LIN FT	30.0000	187.500	5625.00		5850.00	225.00-
CE AGREEMENT ITEMS								
PG. 01 C10131		TOTAL CONTRACT ITEMS						
		FORCE ACCOUNT						

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	
CONTRACT NO.	C10131
ESTIMATE NO.	6
HIGHWAY	
FEDERAL AID PROJECT NO.	
SECTION	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
3001A	11 PRIVATE FIELD ACCESS # BENT #3	LUMP SUM	593.6900	100.000	593.69	JA 593.69	

Type Code	"P" Construction Cost
X020	$ 138,276.14
I000	45,605.80
Total Cost	$ 183,881.94

DATE

12 11 86 PG. 02 C10131

	AMOUNT TO DATE	PREVIOUS AMOUNT
TOTAL CONTRACT ITEMS	183881.94	183855.11
FORCE ACCOUNT		

IGINEER OR AUDITOR

RACT PAYMENT VOUCHER

COUNTY		CONTRACT NO. C10131	ESTIMATE NO. 6
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATE FIELD ACCESS # BENT #3	LUMP SUM	593.6900	100.000	593.69	JA 593.69	
Type Code "P" Construction Cost						
X020 $138,276.14 I000 45,605.80 Cost $183,881.94						
86 PG. 02 C10131	TOTAL CONTRACT ITEMS			183881.94	183855.11	26.83
	FORCE ACCOUNT					

```
                              OREGON DEPARTMENT OF TRANSPORTATION                                        12/11/86
                                       HIGHWAY DIVISION
FMCP010-1        CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE              PAGE     1

 CONTRACT NUMBER:  C10131          ESTIMATE NUMBER: 006          HAMILTON CONSTRUCTION CO.

                              CONTRACT           LIQUIDATED             RETAINAGE         FORCE ACCOUNT          NETPAY
 NUMBER      NUMBER           PAYMENT              DAMAGE                                     AMOUNT

 AMOUNT TO DATE:             183,881.94              0.00               2,500.00              0.00            181,38
 PRIOR AMOUNT:               183,855.11              0.00               2,500.00              0.00            181,35

 PRESENT AMOUNT:                  26.83              0.00                   0.00              0.00                26
 EA-         SUB-             CONTRACT           LIQUIDATED             RETAINAGE         FORCE ACCOUNT          NETPAY
 NUMBER      NUMBER           PAYMENT              DAMAGE                                     AMOUNT

 C10131       011                 26.83              0.00                   0.00              0.00                26

          TOTAL                   26.83              0.00                   0.00              0.00                26



 PROJECT MANAGER-MORRISON - REGION 3

 TYPE OF RETAINAGE  : STANDARD RETAINAGE

 LUMP SUM           :       2,500.00

 PERCENT RETAINED   :
```

[illegible] 1-11-'6

BRS-A 431(3)

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               OREGON DEPARTMENT OF TRANSPORTATION                                       12/11/86
                         HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                PAGE    1
```

11#8115   12-11-86

```
R:  C10131            ESTIMATE NUMBER: 006          HAMILTON CONSTRUCTION CO.

              CONTRACT              LIQUIDATED               RETAINAGE          FORCE ACCOUNT             NETPAY
BER           PAYMENT                DAMAGE                                        AMOUNT

3             183,881.94                  0.00                2,500.00                  0.00           181,381.94
              183,855.11                  0.00                2,500.00                  0.00           181,355.11

3                  26.83                  0.00                    0.00                  0.00                26.83
-             CONTRACT              LIQUIDATED               RETAINAGE          FORCE ACCOUNT             NETPAY
HER           PAYMENT                DAMAGE                                        AMOUNT

                   26.83                  0.00                    0.00                  0.00                26.83

                   26.83                  0.00                    0.00                  0.00                26.83



R-MORRISON - REGION 3

AGE : STANDARD RETAINAGE

     :      2,500.00

ED   :
```

BRS-A 431(3)

BRS-A0431003

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Hamilton Const Co.
PO Box 659
Springfield OR 97477

Project No.:
Hwy. Agr. No.:
Contract No.: 10131

Project:
Estimate No.: 6 Final

Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	2500.00		
	Interest on 2526.83			
	from 7/25/86 - ~~10~~ 9/19/86			
	57days@1.25/day	71.25		

Totals			
Retained ___%			
Total Payments	2571.25		

Approved by: R T Haesk

Prepared by: J Henry

Common Data Elements

Doc. No. ~~BW~~ C10131

12 04 86
Month Day Year

CPS = 26.83

Agency 02 Vendor # 0000961615 Suf. 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10131	000	8011					2500.00	C10131		
02	223	↓	001	↓	349				71.25			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 11/12/86 22:34

FEDERAL APPROPRIATION: 118

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A416-001									
F02906									
C5061995-000	24,318.43	3,245.37	24,318.43						
C5061995-001	75.76	.00	.00						
C5061995-011	14,953.87	19,314.63	14,953.87						
AGREEMENT TOTALS	39,348.06	22,560.00	39,272.30	80.00	22,560.00	31,417.84	8,857.84	B	.00
FED PROJ TOTALS	39,348.06	22,560.00	39,272.30		22,560.00	31,417.84	8,857.84	B	.00
FEDERAL PROJECT: BRS -A417-001									
F03872									
C5061909-000	5,851.43	2,369.69	5,851.43						
C5061909-011	7,943.96	8,666.62	7,943.96						
AGREEMENT TOTALS	13,795.39	11,036.31	13,795.39	80.00	33,040.00	11,036.31	.00		.00
FED PROJ TOTALS	13,795.39	11,036.31	13,795.39		33,040.00	11,036.31	.00		.00
FEDERAL PROJECT: BRS -A431-002									
F02904									
C5061986-000	610.24	70.90	610.24						
C5061986-001	.00	.00	.00						
C5061986-011	17,089.92	14,089.23	17,089.92						
AGREEMENT TOTALS	17,700.16	14,160.13	17,700.16	80.00	14,160.13	14,160.13	.00		.00
FED PROJ TOTALS	17,700.16	14,160.13	17,700.16		14,160.13	14,160.13	.00		.00
FEDERAL PROJECT: BRS -A431-003									
F03796									
C10131 -000	22,995.49	10,746.21	29,648.06						
C10131 -011	212,096.14	163,961.79	202,943.57						
AGREEMENT TOTALS	235,091.63	174,708.00	232,591.63	80.00	174,708.00	186,073.30	11,365.30	B	.00
FED PROJ TOTALS	235,091.63	174,708.00	232,591.63		174,708.00	186,073.30	11,365.30	B	.00
FEDERAL PROJECT: BRS -A434-001									
F03880									

10,131

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 10-549	State OREGON
PROJECT REPORT NUMBER	County COOS
MODIFICATION NUMBER 1	Project Number BRS-A431(3)

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-27-86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 208,048.00	$ 218,386.00
Federal funds	$ 166,438.00	$ 174,708.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potts

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon October 15, 1986

Federal-Aid Project No. BRS-A431(3)

Lone Tree Bridge
Catching Slough Road
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X020
Bridge (No. 16682)(Sta. 11+25.56 to Sta. 12+09.56)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Furnish HP 10x57 Steel Piling	$ 14.00	560	$ 7,840.00	610	$ 8,540.00
Metal Rail	30.00	181	5,430.00	195	5,850.00
Private Field Access at Bent 3	--	--	--	--	593.69
SUBTOTAL			$13,270.00		$14,983.69

Increase	$ 1,713.69
SUBTOTAL from Estimate of October 7, 1985	147,502.47
Subtotal	$149,216.16
Engineering	22,381.84
Total	$171,598.00

Type Code I000
Roadwork (Sta. 10+00 to Sta. 11+25.56)(sta. 12+09.56 to Sta. 13+58.91)

ROADWORK

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 8.50	463	$ 3,935.50	552	$ 4,692.00
1"-0 Aggregate Base	11.00	850	9,350.00	1,172	12,892.00
Roadway Maint. During Winter Shutdown	--	--	--	--	568.92
SUBTOTAL			$13,285.50		$18,170.42

Increase	$ 4,885.42
SUBTOTAL from Estimate of October 7, 1985	35,800.00
Subtotal	$ 40,685.42
Engineering	6,102.58
Total	$ 46,788.00

Length of Roadway -------------------	0.052 mile
Length of Structure -----------------	0.016 mile
TOTAL	0.068 mile
Cost of Roadway Per Mile ------------	$899,769.23

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Structure	118	$171,598.00	$137,278.00	$17,160.00	$17,160.00
Roadway	118	46,788.00	37,430.00	4,679.00	4,679.00
TOTAL		$218,386.00	$174,708.00	$21,839.00	$21,839.00

Group 010: 0%; Group 011: 100%
Contract No. 10131
Prefix: C506-1986 (PE)
Prefix: C10131

RLC:pf

12.131

STATE COPY

TO BE COMPLETED BY FHWA

10 110

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

10-15-85

STATE Oregon

COUNTY Coos

PROJECT NO. BRS-A431(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lone Tree Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8/28/85	0.068

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 208,048.00

FEDERAL FUNDS $ 166,438.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 7, 1985

Federal Aid Project No. BRS-A431(3)

Lone Tree Bridge Section
Catching Slough Road
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code X020
Bridge (Sta. No. 16682)(Sta. 11+25.56 to Sta. 12+09.56)

Mobilization	Lump Sum	All	Lump Sum	$ 18,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	463	8.50	3,935.50
Temporary Barricades	Each	4	50.00	200.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	50	10.00	500.00
Flaggers	Hour	300	16.00	4,800.00
Guardrail, Type 2A	Lin. Ft.	113	20.00	2,260.00
Guardrail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guardrail Anchors, Type 1	Each	3	350.00	1,050.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	1,000.00
Structure Excavation	Cu. Yd.	70	8.00	560.00
Special Wall Backfill	Cu. Yd.	20	20.00	400.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	8,000.00
Furnish HP 10 x 42 Steel Piling	Lin. Ft.	755	12.00	9,060.00
Furnish HP 10 x 57 Steel Piling	Lin. Ft.	560	14.00	7,840.00
Drive Steel Piles (47 C.Y.)	Lin. Ft.	1,315	0.50	657.50
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	13,000.00
Structural Concrete, Class 4500	Lump Sum	All	Lump Sum	48,000.00
Reinforcement (15,500 lbs.)	Lump Sum	All	Lump Sum	10,000.00
Coated Reinforcement	Lump Sum	All	Lump Sum	8,000.00
Metal Rail	Lin. Ft.	181	30.00	5,430.00
				$ 143,593.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 909.47
	Subtotal	$ 147,502.47
	Engineering	19,912.53
	Total	$ 167,415.00

TYPE CODE 1000
Roadwork (Sta. 10+00 to Sta. 11+25.56)(Sta. 12+09.56 to Sta. 13+58.91)

ROADWORK

Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 1,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	8,000.00
General Excavation	Cu. Yd.	550	5.00	2,750.00
Finish Roadbed and Slopes	Lump Sum	All	Lump Sum	1,500.00
1"-0 Aggregate Base	Ton	850	11.00	9,350.00
Class "C" Asphalt Concrete	Ton	300	40.00	12,000.00
Extra for Asphalt Approaches	Each	5	140.00	700.00
				$ 35,300.00

ANTICIPATED ITEMS

Permanent Striping	All Required	$ 500.00
	Subtotal	$ 35,800.00
	Engineering	4,833.00
	Total	$ 40,633.00

Length of Roadway --------------- 0.052 mile
Length of Structure ------------- 0.016 mile
TOTAL 0.068 mile

Cost of Roadway Per Mile -------- $781,404.84

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$167,415.00	$133,932.00	$16,741.50	$16,741.50
Roadway	40,633.00	32,506.00	4,063.50	4,063.50
TOTAL	$208,048.00	$166,438.00	$20,805.00	$20,805.00

Group 010 = 0%; Group 011 = 100%
Contract No. 10131
Prefix: C506-1986 P.E.
C 10131

Appn Code: 118

RLC:me

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 2/27/84
TO 8/27/85

FEDERAL AID PROJECT NO.
BRS-A431(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
17,700.16	17,700.16	80%	14,160.13	14,160.13	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon
DATE 10/22/86
SIGNATURE OF AUTHORIZED OFFICIAL Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	LONE TREE BRIDGE SECTION COUNTY ROAD IN COOS COUNTY					
	Preliminary Engineering Type Code P.E.					
	Work by OBEC Consulting Engineers	All Required			$11,900.00	
	State	All Required			5,761.73	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$17,661.73**	
	Misc. Project Cost					
	Audit Expense (Pre-award evaluation)	All Required			$ 38.43	
	TOTAL PARTICIPATING PROJECT COST				**$17,700.16**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/23/86.					
	AMOUNT CARRIED FORWARD					

```
PAGE     3

                   JOB COST SUMMARY RUN ON  11-30-87
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 11/27/87

                                  CREW       CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL  NUMBER        MONTH          DATE
--        -------- ----------  ------       -------      ----------
C5061986                        0100                      14,601.49 ***
C5061986            001         7440                          17.69
C5061986            332         8011                       2,450.00
C5061986            504         0100                         113.80
C5061986            504         0200                            .90
C5061986            504         7300                           6.60
C5061986            504         7331                           2.40
ACTIVITY                                                              17,192.88 SUBTOTAL

C5061986 050        001         0500                          38.43
ACTIVITY   050                                                            38.43 SUBTOTAL

C5061986 904        504         0100                           2.40
ACTIVITY   904                                                             2.40 SUBTOTAL

C5061986 905        130         7300                           6.00
C5061986 905        504         0100                           7.50
ACTIVITY   905                                                            13.50 SUBTOTAL

C5061986 907        001         7331                          41.01
ACTIVITY   907                                                            41.01 SUBTOTAL

C5061986 914        001         7700
ACTIVITY   914                                                                  SUBTOTAL

C5061986 920        001         0631                          41.01
ACTIVITY   920                                                            41.01 SUBTOTAL

C5061986 921        001         7200                         290.83
ACTIVITY   921                                                           290.83 SUBTOTAL

C5061986 923        001         7530                          80.10
ACTIVITY   923                                                            80.10 SUBTOTAL

EA          C5061986 TOTAL                                            17,700.16

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

179.82

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	506	1984	298	00	N 9	184.03	12,984.98	12,984.98	
	506	1984	901	00	P 1	234.67	9,955.43	9,955.43	
	506	1984	901	00	N 1		141.86	141.86	
	506	1984	905	00	P 1	4.96CR	1,151.68	1,151.68	
	506	1984	910	00	P 1	2.85CR	633.34	633.34	
	506	1934	911	00	P 1	.22CR	49.45	49.45	
	506	1984	914	00	P 1	.48	184.58	184.58	
	506	1984	918	00	P 1	2.92CR	668.75	674.96	
	506	1984	923	00	P 1	2.69CR	962.37	962.37	
	506	1984	933	00	P 1	6.03	994.49	994.49	
	506	1984	935	00	P 1	.22CR	48.77	48.77	
			TOT	P1		227.32	14,648.86	14,655.07	
			TOT	N1			141.86	141.86	
			** JOB TOTALS **			227.32 **	14,790.72 **	14,796.93 **	
LONE TREE BRIDGE #11C142	CONT NO		FA PROJ NOS BRS A431002 100						STATE
	~~506~~	~~1986~~	~~296~~	~~00~~	~~N 9~~	~~56.94CR~~	~~10,569.68CR~~	~~10,575.94CR~~	
	~~506~~	~~1986~~	~~298~~	~~00~~	~~N 9~~	~~56.94~~	~~10,569.68~~	~~10,575.94~~	✓
	506	1986	901	00	P 1	.07CR	17.13	17.13	✓
	506	1986	904	00	P 1		9,450.00	9,450.00	11,900
	506	1986	905	00	P 1	479.08	479.08	479.08	492.58
	506	1986	906	00	P 1	614.26	614.26	614.26	✓
	506	1986	910	00	P 1	2.32CR	513.69	513.69	✓
	506	1986	911	00	P 1	.22CR	49.45	49.45	✓
	506	1986	918	00	P 1			7.83	
	506	1986	921	00	P 1	256.01	256.01	256.01	546.84
	506	1986	923	00	P 1		21.60	21.60	
	506	1986	926	00	P 1	36.07	2,807.52	2,807.52	
	506	1986	933	00	P 1	.32CR	70.86	70.86	
	506	1986	937	00	P 1	.28CR	63.59	63.59	
	506	1986	980	00	P 1	.65CR	250.47	250.47	
			TOT	P1		1,381.56	14,593.66	14,601.49	
			** JOB TOTALS **			1,381.56 **	14,593.66 **	14,601.49 **	
STEEL CREEK BRIDGE SECTION	CONT NO		FA PROJ NOS BRS A396001 100						STATE
	506	1990	296	00	N 9	909.97CR	18,760.75CR	18,760.75CR	
	506	1990	298	00	N 9	909.97	18,760.75	18,760.75	
	506	1990	901	00	P 1	22.12CR	5,571.77	5,571.77	
	506	1990	905	00	P 1	16.39CR	3,805.29	3,805.29	
	506	1990	906	00	P 1	.38CR	92.60	92.60	
	506	1990	910	00	P 1	.09	82.55	82.55	
	506	1990	911	00	P 1	.69CR	152.75	152.75	
	506	1990	914	00	P 1	.38CR	84.27	84.27	
	506	1990	918	00	P 1	2.47CR	562.26	562.26	
	506	1990	920	00	P 1	.47CR	102.46	102.46	
	506	1990	921	00	P 1	759.59	1,094.31	1,094.31	
	506	1990	922	00	P 1	.16CR	35.48	35.48	

10,[illegible]

September 10, 1986

CON 5 - #10,131

Hansen & Rowland
P.O. Box 1633
Tacoma, WA 98401

On September 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,131 awarded to Hamilton Construction Co. (Oregon) for work on the Lone Tree Bridge Section of Catching Slough Road in Coos County.

Final payment on this contract is $2,526.83 and the total contract amount is $183,881.94. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,131

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10131

TO: Commission Services

DATE: August 27, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10131, On Site Work Substantially Completed May 9, 1986

All Work Completed June 25, 1986

Project Lone Tree Bridge

Highway Catching Slough Road

County Coos

Type of Work Grading, Paving and Structure

Contractor Hamilton Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-2-86 - Surety letter written.

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

OBEC #24-17

PROJECT NAME (SECTION) Lone Tree Bridge		WEEK ENDING 05-10-86
		CONTRACT NO 10,131
HIGHWAY Catching Slough Road	COUNTY Coos	F.A. PROJECT NO BRS-A431 (3)
CONTRACTOR Hamilton Construction Co.	KIND OF WORK Br. Constr. & Approaches	DATE OF AWARD 09-27-85

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 208,048.30	AUTHORIZATION	$ 28,000
		COST THIS WEEK	$
ESTIMATED PROJECT COST	$ 216,773.88	TOTAL TO DATE	$ 28,000 +
ESTIMATED PERCENT OVERRUN/UNDERRUN	4.19% %	PERCENT OF AUTHORIZATION	100+ %

FIRST NOTIFICATION DATE 10-17-85
ESTIMATED DATE OF COMPLETION, OR 05-16-86
SECOND NOTIFICATION DATE AND 05-01-86
ESTIMATED SEMIFINAL SUBMITTAL DATE 06-1-86
AVERAGE FORCE ON PROJECT THIS WEEK SUPERVISORS: 1 WORKERS: 1
PERCENT CONTRACT WORK COMPLETED 100% %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Spec. Dates 01-31-86 05-16-86	05-16-86	N/A	N/A	N/A	Yes

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	X	X				
EST. CORRECTED QUANTITIES	X	X	300 ton			
EST. PERFORMED TO DATE		X	X	X	99%	
PERCENT PERFORMED TO DATE	100%	100%	100%			

ACTIVITIES THIS WEEK: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

05-04-86 - No activity.
05 - No activity.
06 - " "
07 - " "
08 - " "
09 - Romero/Cabrera repaired and adjusted guardrail, removed signs and cleaned up site.
10 - No activity.

	Mon	Tues	Wed	Thurs	Fri
Men/job:	0	0	0	0	2
Weather:	rain	fair	cloudy, showers	mostly cloudy	mostly cloudy

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Final inspection is all that remains.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Stewart L. McCornack
OBEC
Stewart L. McCornack

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10/31 CON 17-1

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: October 15, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 19, 1985

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened September 19, 1985 on the following projects:

1. Necanicum River Bridge Section
   Avenue "G" in Seaside
   Clatsop County
   Reinforced Concrete and Structural Steel Bridge Repair

   > Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Clatskanie River Bridge
   Park Street, Clatskanie
   Columbia County
   Reinforced Concrete and Structural Steel Bridge Repair

   Sidewalks will be provided for pedestrian and bicycle traffic.

3. Lone Tree Bridge Section
   Catching Slough Road
   Coos County
   Reinforced Concrete and Structural Steel Bridges

   Four-foot shoulders will be provided for bicycle and pedestrian traffic.

4. Umpqua Myrtle State Wayside Rockfall Section
   Umpqua Highway
   Douglas County
   Earthwork and Drainage

   Same as No. 1.

81-125-1387

5. M.P. 57.00 - John Day/Burns Highway
FAS B379 (Izee Road-Brush Ranch Road)
Grant County
AC Paving and Oiling

> Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

6. N.W. Glisan St.-N.W. Couch (Portland)
Multnomah County
Reinforced Concrete and Structural Steel Bridges

Sidewalks and pedestrian signals will be provided for pedestrian and bicycle traffic.

7. S.E. Baseline Street @ S.E. 8th Avenue (Hillsboro)
Tualatin Valley Highway
Washington County
Traffic Signals

Pedestrian signals will be installed for pedestrian and bicycle traffic.

LWR:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

[illegible]

October 14, 1985

CON 5 - 10,131

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,131 for work on the Lone Tree Bridge (Catching Slough Road) Section of FAS A431, Coos County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Hansen and Rowland
P. O. Box 1633
627 Pacific Avenue
Tacoma, WA 98401

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
F. D. Morrison

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

September 23, 1985

Office of Commission Service
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Lone Tree Bridge
MBE Utilization

In compliance with paragraph 5 of the Supplemental Required Provision for the above job, we offer the following documentation of our utilization of MBE.

Item 1.	Mobilization	L.S. 600.	$ 600.00
Item 2.	Temp. Protection & Direction	L.S. 300.	300.00
Item 3.	Temporary Signs	463 S.F. @ 8.25	3819.75
Item 4.	Temporary Baricades	4 ea @ 45.00	180.00
Item 6.	Flagger	300 hrs @ 19.00	5700.00
Item 13.	Guard Rail Type 2A	113 ft @ 20.00	2260.00
Item 14.	Guard Rail Type 3A	100 ft @ 32.00	3200.00
Item 15.	Guard Rail Anchors	3 @ 350.00	1050.00
Item 16.	Rail End Pieces	4 @ 90.00	360.00
Item 29.	Metal Rail	181 @ 23.75	4298.75
			$21,768.50

The above is subcontracted to:
Romero/Cabrera
950 E. 37th Avenue
Eugene, Oregon 97405

Our utilization exceeds the 10% goal of $18,189.00. We request your approval of our documentation.

Jack Hamilton
JACK HAMILTON
EEO/MBE/WBE/Officer

CC: WTP
PM
File

RECEIVED
SEP 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Thomas Jones

MEMBER: ASSOCIATED GENERAL CONTRACTORS

#55

September 24, 1985

PRO

Coos County Board
of Commissioners
Courthouse
Coquille, OR 97423

Attn: Mr. Bud Perkins

Subject: Lone Tree (Catching Slough Road) Bridge
Project No. BRS-A431(3)
Coos County

On September 19, 1985 the State Highway Division received a satisfactory bid from Hamilton Construction Company, P.O. Box 659, Springfield, Oregon 97477 on the subject project.

This is a Highway Bridge Replacement Project and as per our Agreement No. 7966 the County is requested to deposit the balance of their share of the remaining construction cost as computed below:

Contractor's Bid	$181,893.00
Anticipated Items	1,409.47
SUBTOTAL	$183,302.47
Contingencies (4-1/2%)	8,248.61
Engineering (9%)	16,497.22
Total Construction Cost	$208,048.30
Less Federal Funds (80%)	(166,438.64)
Less State Share 1/2 Balance	(20,804.83)
Less 65% Advance Deposit	(15,600.00)
BALANCE DUE FROM COUNTY	$ 5,204.83
COUNTY'S SHARE & ADVANCE DEPOSIT	$ 5,200.00

CK
RECEIVED 10-14-85
mics

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $5,200 by October 11, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments
bcc: w/AD #85-111 Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-111 when advance deposit is received.
Don Trout
Gary Potter

10-131

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A431(3)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40143

2A. COUNTY NAME Coos

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP - 9 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. B
9/10

7. DATE AUTHORIZATION EFFECTIVE August 28, 1985

8. FEDERAL ROUTE NUMBER Secondary A 431

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lone Tree Bridge (Catching Slough) Br # 11C142002300662

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8-26-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $240,000; Federal Funds $192,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-28-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 9/6/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

September 3, 1985 PRO

Coos County Board
of Commissioners
Courthouse
Coquille, OR 97423

Attn: Bud Perkins

Subject: Lone Tree (Catching Slough Rd.) Br.
Project No. BRS-A431(3)
Coos County

On September 19, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7966 and our Local Government Agreement, the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$240,000.00
Less Federal Funds (80%)	(192,000.00)
Less 1/2 Balance State Share	(24,000.00)
County's Share	$ 24,000.00
65% of County's Share & Advance Deposit	$ 15,600.00

We will award the contract when we receive your advance deposit in the amount of $15,600.00, and DBE/WBE goals have been cleared. Please submit your deposit by September 19, 1985 so that the contract can be awarded expeditiously. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

C/K
RECEIVED
9-18-85
MKS

MKS:bkb
Attachment
bcc w/AD #85-101: Jack Ayres, Region 3
Vern Skoog - Please return AD #85-101 when advance deposit is received.
Gary A. Potter
D.L. Trout

Section Lone Tree Bridge (Catching Slough Rd) Sec
Programming Estimate $ 183,000
Highway FAS A431 Catching Slough Rd.
Project Length —
County Coos
Completion Time All work except paving by 1/31/86 All work by May 16, '86
Kind of Work Grading, Paving & Structure
Est. Comp. Date May 16, '86
Prefix C 506-1986
Letting Date Sept. 19, '85
Project No. BRS-A431(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ ~~191,900.00~~ 200,600.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		$ ~~500.00~~ 1,500.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	1,000	
Adjust Utilities:		
Subtotal		$ ~~192,400.00~~ 202,100.00
Contingencies (4-1/2%)		9094.50 ~~8,658.00~~
Engineering (~~8~~, 9, ~~10~~%)		18,189.00 ~~17,316.00~~
Subtotal		$ ~~218,374.00~~
Credit for ______		
Estimated Net Authorization, Construction		$ ~~218,374.00~~ 229,383.50

APPROVED

Duane O. Christensen
Road Design Engineer

8/15/85
1:37

Rev. 11/81

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SHCEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

ENGINEER'S ESTIMATE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	L.S.	All	Lump Sum	$ ~~12,000.~~ 17,000-
2.	Temporary Protection & Direction of Traffic	L.S.	All	Lump Sum	$ 3,000.
3.	Temporary Signs	S.F.	463	$ 10.00	$ 4,630.
4.	Temporary Barricades	Each	4	$ 75.00	$ 300.
5.	Temporary Concrete Barriers, Reflectorized	L.F.	50	$ 15.00	$ 750.
6.	Flaggers	Hour	300	$ 15.00	$ 4,500.
ROADWORK					
7.	Clearing & Grubbing	L.S.	All	Lump Sum	$ 1,000.
8.	Removal of Structures & Obstructions	L.S.	All	Lump Sum	$ 3,000.
9.	General Excavation	C.Y.	550	$ 8.00	$ 4,400.
10.	Finish Roadbed and Slopes	L.S.	All	Lump Sum	$ 1,000.
11.	1"-0 Aggregate Base	Ton	850	$ ~~9.00~~ 13.00	$ ~~7,650.~~ 11,050
12.	Class "C" Asphalt Concrete	Ton	300	$ 40.00	$ 12,000.
13.	Guard Rail, Type 2A	L.F.	113	$ 20.00	$ 2,260.
14.	Guard Rail, Type 3	L.F.	100	$ 35.00	$ 3,500.
15.	Guard Rail Anchors, Type 1	Each	3	~~$250.00~~ 350.00	$ ~~750.~~ 1,050
16.	Rail End Pieces, Type C	Each	4	$100.00	$ 400.
17.	Extra for Asphalt Approaches	Each	5	$300.00	$ 1,500.

Lone Tree Bridge Sec.
Grading, Paving and Structures

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
STRUCTURE					
18.	Shoring, Cribbing, Etc.	L.S.	All	Lump Sum	$ 1,000.
19.	Structure Excavation	C.Y.	70	$ 15.00	$ 1,050.
20.	Special Wall Backfill	C.Y.	20	$ 15.00	$ 300.
21.	Furnish Pile Driving Equipment	L.S.	All	Lump Sum	$ 12,000.
22.	Furnish HP 10X42 Steel Piling	L.F.	755	$ 15.00	$ 11,325.
23.	Furnish HP 10x57 Steel Piling	L.F.	560	$ 17.00	$ 9,520.
24.	Drive Steel Piles	L.F.	1315	$ 2.00	$ 2,630.
25.	(47 C.Y. @ $225) Structural Concrete, Class 3300	L.S.	All	Lump Sum	$ 10,575.
26.	(199 C.Y. @ $275) Structural Conrete, Class 4500	L.S.	All	Lump Sum	$ 54,725
27.	(21,000 lbs. @ $0 50) Reinforcement	L.S.	All	Lump Sum	$ 10,500.
28.	(15,500 lbs. @ $0 60) Coated Reinforcement	L.S.	All	Lump Sum	$ 9,300.
29.	Metal Rail	L.F.	181	$ 35.00	$ 6,335.

TOTAL AMOUNT OF BID: $ 200,600 ~~191,900.00~~

Section Lone Tree Bridge (Catching Slough Rd) sec Programming Estimate $ 183,000
Highway FAS A431, Catching Slough Rd. Project Length —
County Coos Completion Time All work except paving by 1/31/86 All work by May 16, '86
Kind of Work Grading, Paving & Structure Est. Comp. Date May 16, '86
Prefix C 506-1986 Letting Date Sept. 19, '85 Project No. BRS-A431(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 191,900.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 500.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 192,400.00
Contingencies (4-1/2%)		8,658.00
Engineering (~~8~~, 9, ~~10~~%)		17,316.00
Subtotal		$ 218,374.00
Credit for ______		
Estimated Net Authorization, Construction		$ 218,374.00

APPROVED

Duane A. Christensen 8/8/85
Road Design Engineer

Rev. 11/81

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SHCEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

ENGINEER'S ESTIMATE

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4.	Temporary Barricades	Each	4	$ 75.00	$ 300.
5.	Temporary Concrete Barriers, Reflectorized	L.F.	50	$ 15.00	$ 750.
6.	Flaggers	Hour	300	$ 15.00	$ 4,500.
ROADWORK					
7.	Clearing & Grubbing	L.S.	All	Lump Sum	$ 1,000.
8.	Removal of Structures & Obstructions	L.S.	All	Lump Sum	$ 3,000.
9.	General Excavation	C.Y.	550	$ 8.00	$ 4,440.
10.	Finish Roadbed and Slopes	L.S.	All	Lump Sum	$ 1,000.
11.	1"-0 Aggregate Base	Ton	850	$ 9.00	$ 7,650.
12.	Class "C" Asphalt Concrete	Ton	300	$ 40.00	$ 12,000.
13.	Guard Rail, Type 2A	L.F.	113	$ 20.00	$ 2,260.
14.	Guard Rail, Type 3	L.F.	100	$ 35.00	$ 3,500.
15.	Guard Rail Anchors, Type 1	Each	3	$250.00	$ 750.
16.	Rail End Pieces, Type C	Each	4	$100.00	$ 400.
17.	Extra for Asphalt Approaches	Each	5	$300.00	$ 1,500.

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
STRUCTURE					
18.	Shoring, Cribbing, Etc.	L.S.	All	Lump Sum	$ 1,000.
19.	Structure Excavation	C.Y.	70	$ 15.00	$ 1,050.
20.	Special Wall Backfill	C.Y.	20	$ 15.00	$ 300.
21.	Furnish Pile Driving Equipment	L.S.	All	Lump Sum	$ 12,000.
22.	Furnish HP 10X42 Steel Piling	L.F.	755	$ 15.00	$ 11,325.
23.	Furnish HP 10x57 Steel Piling	L.F.	560	$ 17.00	$ 9,520.
24.	Drive Steel Piles	L.F.	1315	$ 2.00	$ 2,630.
25.	Structural Concrete, Class 3300	L.S.	All	Lump Sum	$ 10,575.
26.	Structural Conrete, Class 4500	L.S.	All	Lump Sum	$ 54,725
27.	Reinforcement	L.S.	All	Lump Sum	$ 10,500.
28.	Coated Reinforcement	L.S.	All	Lump Sum	$ 9,300.
29.	Metal Rail	L.F.	181	$ 35.00	$ 6,335.

TOTAL AMOUNT OF BID: $ 191,900.00

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 5, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40143
Project No. BRS-A431(3)
Lone Tree Bridge Section
County Road
Coos County

Attached data consists of Rev. PR-1 forms with project map.

It is the Oregon State Highway Division's present intention to receive bids for this project December 19, 1985.

Clearinghouse conclusions were previously forwarded.

DRH:bkb
Attachments
cc: J.J. Gix, Region 3
Michael Shultz, w/att.
General Files

Form 734-3122

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPM CODE	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	PROJECT POST MI.	ITEM NO.	PROJECT LOCATION
OREGON	41	118	BRS-	A431	(3)		40143	Co. Rd. Approx. 7 mi. S.E. of Coos Bay

CHARACTER OF PROPOSED WORK Structure	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 65% On-System) NAME OF URBAN AREA

COUNTY NAME	CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Coos	011	10	ADT	100 DHV 15	4		8-5-85

ROUTE NO.	FEDERAL - AID	U C	STATE	U.S.
S	A431	U C	Co. Rd.	----

WORK TYPE	TYPE OF IMPR.	SECTION	KEY ID NO.	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
CONST. X020	(09)	"Lone Tree Bridge Section"	01726	0.016	250,000	200,000	25,000	25,000
PREPARED BY DRH			PROJECT TOTALS	0.016	250,000	200,000	25,000	25,000

REMARKS

Additional Data: Item No. 40143; Project No. BRS-A431(2).

Project Data: Work under this project consists of: 1) construct one reinforced concrete slab span bridge (No. 16682) length 84 ft., roadway width 32 ft.; 2) remove existing structure; 3) construct approaches requiring grade and H-T pave to provide two 12 ft. travel lanes with 4 ft. paved shoulders; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7966 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-7-83.

Note: 1) Included in 6 Yr. HIP on Page 121 and also included in FY '85 Status Report.
2) Included in the approved bridge replacement inventory list as Bridge No. 11C142 with a sufficiency rating of 15.8.

Section Lone Tree Bridge (Catching Slough Rd) Sec Programming Estimate $ 183,000
Highway FAS A431 Catching Slough Rd. Project Length —
County Coos Completion Time All work except paving by 1/31/86 All work by May 16, '86
Kind of Work Grading, Paving & Structure Est. Comp. Date May 16, '86
Prefix C 506-1986 Letting Date Sept. 19, '85 Project No. BRS-A431 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION 209,600 00 ~~200,600 00~~

Estimated Contract Amount . . . . $ ~~191,900.00~~

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	500
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ____	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	~~1,050~~ 910
Adjust Utilities:	

$ 1550 00 ~~1,500 00~~ ~~500.00~~
1410

211,150 00
~~202,100 00~~

Subtotal $ ~~192,400.00~~

Contingencies (4-1/2%) . . . 9,501.75 ~~9094 50~~ ~~8,658.00~~

Engineering (~~4~~, 9, ~~10~~%) . . . ~~18,789 00~~ ~~17,316.00~~
19,003 50

Subtotal $ ~~218,374.00~~

Credit for ____

Estimated Net Authorization, Construction . . . $ ~~218,374.00~~
~~229,383 50~~
239,655 25

APPROVED

Duane A. Christensen
Road Design Engineer

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SHCEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

ENGINEER'S ESTIMATE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	L.S.	All	Lump Sum	20,000 ~~17,000~~ $ ~~12,000.~~
2.	Temporary Protection & Direction of Traffic	L.S.	All	Lump Sum	$ 3,000.
3.	Temporary Signs	S.F.	463	$ 10.00	$ 4,630.
4.	Temporary Barricades	Each	4	$ 75.00	$ 300.
5.	Temporary Concrete Barriers, Reflectorized	L.F.	50	$ 15.00	$ 750.
6.	Flaggers	Hour	300	$ 15.00	$ 4,500.
ROADWORK					
7.	Clearing & Grubbing	L.S.	All	Lump Sum	$ 1,000.
8.	Removal of Structures & Obstructions	L.S.	All	Lump Sum	6,000 $ ~~3,000.~~
9.	General Excavation	C.Y.	550	$ 8.00	$ 4,400.
10.	Finish Roadbed and Slopes	L.S.	All	Lump Sum	$ 1,000.
11.	1"-0 Aggregate Base	Ton	850	13.00 $ ~~9.00~~	11,050 $ ~~7,650.~~
12.	Class "C" Asphalt Concrete	Ton	300	$ 40.00	$ 12,000.
13.	Guard Rail, Type 2A	L.F.	113	$ 20.00	$ 2,260.
14.	Guard Rail, Type 3	L.F.	100	$ 35.00	$ 3,500.
15.	Guard Rail Anchors, Type 1	Each	3	350.00 ~~$250.00~~	1,050 $ ~~750.~~
16.	Rail End Pieces, Type C	Each	4	$100.00	$ 400.
17.	Extra for Asphalt Approaches	Each	5	$300.00	$ 1,500.

Lone Tree Bridge Sec.
Grading, Paving and Structures

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
STRUCTURE					
18.	Shoring, Cribbing, Etc.	L.S.	All	Lump Sum	$ 1,000.
19.	Structure Excavation	C.Y.	70	$ 15.00	$ 1,050.
20.	Special Wall Backfill	C.Y.	20	$ 15.00	$ 300.
21.	Furnish Pile Driving Equipment	L.S.	All	Lump Sum	15,000 $ ~~12,000.~~
22.	Furnish HP 10X42 Steel Piling	L.F.	755	$ 15.00	$ 11,325.
23.	Furnish HP 10x57 Steel Piling	L.F.	560	$ 17.00	$ 9,520.
24.	Drive Steel Piles (47 C.Y. @ $225)	L.F.	1315	$ 2.00	$ 2,630.
25.	Structural Concrete, Class 3300 (199 C.Y. @ $275)	L.S.	All	Lump Sum	$ 10,575.
26.	Structural Conrete, Class 4500 (21,000 lbs. @ $\$0^{\underline{50}}$)	L.S.	All	Lump Sum	$ 54,725
27.	Reinforcement (15,500 lbs. @ $\$0^{\underline{60}}$)	L.S.	All	Lump Sum	$ 10,500.
28.	Coated Reinforcement	L.S.	All	Lump Sum	$ 9,300.
29.	Metal Rail	L.F.	181	$ 35.00	$ 6,335.

TOTAL AMOUNT OF BID: $ ~~200,600~~ ~~191,900.00~~

209,600

Salem, Oregon 97310

County Coos

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BRS-A431 Prefix

Project Name Lone Tree Bridge Section #11C142

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coquille, Oregon, this 28th day of June, 1985

Certified By:

Regional Right-of-Way Supervisor

Date 6/28/85

Instructions: Complete A or B and C.

R/W File No.

County of Coos

County Judge/Chairman

Commissioner

Commissioner

85 623

OBEC CONSULTING ENGINEERS

TO: Oregon Dept. of Transportation
Bridge Section
329 Transportation Building
Salem, OR 97310

DATE: June 24, 1985

ATTENTION: Walter J. Hart

RE: Lone Tree Bridge
Catching Slough Road
Bridge No. 16682
OBEC Job No. 24-6

We are sending you:

Herewith:

By Mail________
By Messenger __xx__

Under Separate Cover:

By Mail________
By Messenger________

Description:

Enclosed are the project specifications, mylar tracings, Engineer's Estimate, and copies of the approval letters for the Corps of Engineers and Division of State Land permits for the above mentioned project.

Remarks:

Corrections to plans and specifications were made per the ODOT review sets.

Very truly yours,

OBEC Consulting Engineers

By Jerome D. Lane
Jerry D. Lane
Design Engineer

JDL/cam
Enclosure

cc: Jack Ayres

RECEIVED
JUN 25 1985
BRIDGE SECTION

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208-2946

Reply to
Attention of:

April 17, 1985

RECEIVED
APR 18 1985
COOS COUNTY HIGHWAY DEPARTMENT
COQUILLE, OREGON

Operations Division (NPPOP-R-1)

Subject: 071-OYA-4-005808 (Catching Slough - Bridge Fill)

Coos County
ATTN: Bud Perkins, Roadmaster
Coos County Courthouse
Coquille, Oregon 97423

Dear Mr. Perkins:

This is in response to your request for a Department of the Army Permit to place approximately 32 cubic yards of fill in connection with the replacement of a bridge over Catching Slough, at Mile 7.2, in Coos County, near Sumner, Oregon.

Based on the information provided, your proposed work is authorized under the nationwide permit described below provided you comply with the following Regional Condition and that the attached Nationwide Conditions and Management Practices are met. Nationwide permit 33 CFR 330.5(a)(14) authorizes minor road crossing fills including all attendant features both temporary and permanent that are part of a single and complete project for crossing of a non-tidal waterbody, provided that the crossing is culverted, bridged or otherwise designed to prevent the restriction of and to withstand expected high flows, and provided further that discharges into any wetlands adjacent to the waterbody do not extend beyond 100 feet on either side of the ordinary high water mark of that waterbody. A "minor road crossing fill" is defined as a crossing that involves the discharge of less than 200 cubic yards of fill material below the plane of ordinary high water.

In addition to meeting the Nationwide Permit Conditions and Management Practices, the authorization herein is not considered valid unless you adhere to the following Regional Condition:

> "That these activities shall receive permits, where required, under Oregon's Removal/Fill Law and appropriate local authorizations."

Your application and drawings are being returned to you. If you have any questions, contact Ron Marg, Permit Coordinator, Regulatory Branch, at the above address or telephone (503) 221-6995.

Sincerely,

GA Newgard

G. A. Newgard
Chief, Regulatory Branch

Enclosure

ICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

REGON STATE
.AND BOARD

ICTOR ATIYEH
Governor

RBARA ROBERTS
ecretary of State

.L RUTHERFORD
State Treasurer

May 3, 1985

Coos County Highway Dept.
Attn: Bud Perkins
Courthouse, 2nd & Baxter
Coquille, OR 97423

RE: Myrtle Creek - Charles Mack Bridge
Catching Slough - Lone Tree Bridge

Dear Mr. Perkins:

We received your permit applications for the above referenced projects in Coos County. A removal/fill permit is not required by the Division of State Lands for the projects since both projects do not require the removal or fill of 50 cubic yards of material.

If you have any questions please contact our office at 378-3059.

Sincerely,

Elizabeth Hook
Permit Specialist

EH:sp

cc: Bob Wilson - OBEC Engineers ✓

County of Coos
HIGHWAY DEPARTMENT
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423

June 19, 1985

Mr. Jack Ayres
P O Box 1128
Roseburg OR 97470

RE : LONE TREE BRIDGE

Dear Jack:

Access around Lone Tree Bridge will be provided over Selander County Road, during the construction period.

If there are any further questions, please do not hesitate to contact this office.

Sincerely,
COOS COUNTY HWY DEPT.

JRPerkins/de
J. R. Perkins, Public
Works Director

JRP/de

cc N Henry
M Shultz
OBEC
Aut 6-21-85

ROSEBURG [illegible] ION
[illegible] ED
JUN 2 [illegible]

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 25 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

STATE OF OREGON
Highway Division-Region 3

INTEROFFICE MEMO
440-3399

TO: Duane Christensen
Road Design Engineer

DATE: June 17, 1985

FROM: Jack Ayres ORIGINAL SIGNED BY JACK AYRES
Region Federal Aid Specialist

SUBJECT: Federal Aid Design Exemption Request
Lone Tree Bridge
Coos County

We are asking for a design exception from standards on this bridge replacement due to the fact that although the new structure will have 40 MPH design criteria, the road curvature at either end of the structure is only 20 MPH. This is consistent with the general roadway characteristics away from the project in either direction. To correct either substandard curves in the vicinity of the bridge would require extensive grading work not allowable for HBR funding.

This request is made due to the economic cost factors involved and is in the best interests of the users of this county road.

ja/ba

cc: G. Potter ✓
N. Henry
F. Morrison
OBEC
Coos County

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT __
FA UNIT ✓ PROGRAM UNIT __
JUN 18 1985
REFER TO Harvell
R/D __ ACT __ REPLY __
DISC ✓ INFO __ FILE __

81-125-1387

10.131

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

BARBARA ROBERTS
Secretary of State

BILL RUTHERFORD
State Treasurer

May 3, 1985

Coos County Highway Dept.
Attn: Bud Perkins
Courthouse, 2nd & Baxter
Coquille, OR 97423

RE: Myrtle Creek - Charles Mack Bridge
Catching Slough - Lone Tree Bridge

Dear Mr. Perkins:

We received your permit applications for the above referenced projects in Coos County. A removal/fill permit is not required by the Division of State Lands for the projects since both projects do not require the removal or fill of 50 cubic yards of material.

If you have any questions please contact our office at 378-3059.

Sincerely,

Elizabeth Hook
Permit Specialist

EH:sp

cc: Bob Wilson - OBEC Engineers ✓

RECEIVED
MAY - 8 1985
ROAD DESIGN
SECTION

FDE
FDE
LE
SE
FPO
PDE
LFE
GTE
BPO
FDS
CAD
Copy All
Return To
B/U __/__/__

NOTED
D. C. HARMON

RECEIVED
MAY - 7 1985
[illegible] SECTION

10,131

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Ayres
Region 3 Federal Aid Specialist

DATE: September 18, 1984 DES

FROM: Walter J Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Lone Tree Bridge - Charles Mack Bridge
Preliminary Report and Hydraulic Study
Coos County

We have reviewed OBEC's preliminary report and hydraulic study for these structures and have discussed them with Herb Schell of the Federal Highway Administration. The choice of structure type and layout appears reasonable for the conditions at the sites with the following exceptions:

1. It may be possible to shorten the Lone Tree Bridge and still satisfy hydraulic requirements, see Dave Bryson's comments attached.
2. We recommend that the bridge layout proposed for Alternate 2 be combined with the roadway alignment of Alternate 1 at the Lone Tree Bridge in order to reduce roadway costs and still provide for future upgrading of the roadway.

Please forward these comments to the consultant.

OMP:jrb

Attachment

8-30-84 1/2

To: Ollie Parent
Principal Structural Design Engineer

From: David W. Bryson
Hydraulics Engineer

Subject: Lone Tree Bridge and Charles Mack Bridge
Coos County

Lone Tree Bridge

The hydraulics has been reviewed with the following comments:

1.) The report stated that the extreme high tide elevation is 5.5 feet. There has been a tide gage in operation at Charleston since 1970. Since then the highest recorded tide has been elevation 6.8-feet. The Corps of Engineers estimates that the extreme high tide elevation for Coos Bay is 9.0-feet.

2.) I think it might be possible to shorten the structure such that a single-span slab span could be used as the replacement structure. This should be investigated.

Charles Mack Bridge

No comment other than the proposed structure should be hydraulically adequate.

rll [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A431(2) Con [illegible]

2. STATE PROJECT NO. See Below [illegible]

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40143

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
MAR 12 '84
REFER TO Potter
FOR
Info [illegible] R/D [illegible] [illegible] [illegible] File

Orig [illegible]
3/13

7. DATE AUTHORIZATION EFFECTIVE 2/27/84

8. FEDERAL ROUTE NUMBER Secondary A431

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lone Tree Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage & utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $18,000
FF $14,400
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/2/84.

14. DATE 2/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. R. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

10,731

February 22, 1984

PRO-ACC

Mr. Rockne Luckman
Coos County Engineer
1281 West Central
Coquille, OR 97423

Dear Mr. Luckman:

RE: Catching Slough (Lone Tree) Br.
Br. No. 11C142
Coos County

We have submitted a program to the Federal Highway Administration for Preliminary Engineering phase of the Catching Slough (Lone Tree) Br. (#11C142) Replacement project in Coos County.

Estimates P.E. Cost	$18,000
Less: 80% of Federal Funds	14,400
County Share & Advance Deposit	$ 3,600

Please submit your P.E. Advance Deposit in the amount of $3,600 so that your Consultant may begin work. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

Rec A.D. 3600
3-19-84
E

MKS:pf
Attachment

bcc w/AD #84-12: Jack Ayres, Region 3
Vern Skoog-Please return completed AD #84-12 when advance deposit is received.

10,131

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 7 mi. S.E. of Coos Bay "Lone Tree Bridge Section"	118	40143	BRS-A431(2)	A431	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Coos Code 011

A-95 Review:

State Cl. Ho. .... Exempt ___ Date Approved 12-6-83 OR831028-034-2

Dist. 7 Cl. Ho. ..... Exempt ___ Date Approved 11-17-83 No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 1-16-84

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 4.

(2) Structure No. 11C142 SR 15.8

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

- X All Phases
- ___ All Phases thru Final Envir. Document
  - X Incl. Archeological Salvage
  - X " Util. Preparatory Work
  - ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 18,000
80%	FF	$ 14,400
	STATE	$ --
	Co.	$ 3,600

For PR-37:
Field Phase $
PS&E Phase $

REMARKS: Enclosed is a copy of Part 1, 2 & 4 of the Project Prospectus & Project Map.

CL:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-2-84	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

Con 19-

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

PROGRAM SECTION
12-15-83

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

cc: FHWA (2)
State Highway Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec. (3)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. 2: Fredrickson
Dis. 7: B.E. Brown

NOTED
H.S. COULTER

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: LONE TREE BRIDGE SECTION CATCHING SLOUGH CO. RD.
COOS COUNTY

DATE: 12-6-83

& Coos-Curry Council of Governments

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

RECEIVED
STATE HWY ENGR
DEC 15 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 831028-034-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

NOV 08 1983

PNRS STATE REVIEW

Project #: OR 831028-034-2 Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

PNRS #2 Phone Number 8-3059

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
NOV 01 1983
SALEM

PNRS STATE REVIEW

Project #: OR 831028-034-2 Return Date: DEC 02 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

NOV 28 1983

PROGRAM REVIEW AND COMMENT

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( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

the Department is pleased that the prospectus addresses the Coos Bay Estuary Plan and how this project relates to it.

Agency LCDC By

PNRS #2 Phone Number 378-4932

CON 19-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: October 27, 1983

To: Executive Department
Federal-Aid Coordination Unit

Coos-Curry Council of
Governments
P.O. Box 647
1975 McPherson Street N.
North Bend, OR 97459

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 7
Section: Lone Tree Bridge Section
Highway: Catching Slough Co. Rd. FAS-A431
County: Coos

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be December 12, 1983.

JLG:bks
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 3 Engr.: J. Gix
Dis. 7 Engr.: B.E. Brown
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STATE HWY ENGR
OCT 27 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 — 12] APPLICANT ADDRESS STREET [45: Transportation Building — 46] CITY [60: Salem — 76] ZIP: 97310

04 — 12] CONTACT PERSON [45: Gary A. Potter — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6564

01 — 12] PROJECT TITLE [71: Lone Tree Bridge Section

11 — 12] PROJECT LOCATION—CITY: Catching Slough Co. Rd. FAS-A431 — PROJECT LOCATION—COUNTY: Coos — PROJECT LOCATION [79: SEC: 29 T: 26S R: 12W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace narrow existing deteriorating wood structure with modern concrete

06 12] bridge on improved alignment. (See attached Part 2 of Location Prospectus and [71

07 12] sketch map.) [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
120,000			30,000		150.000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 10-27-83

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Dec. — 43] DAY [44: 12 — 45] YEAR [46: 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10-27-83*

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION LONE TREE BRIDGE NO. 11C142

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

The proposed new structure will be located northerly of the existing bridge, thus a small amount of new right-of-way will be required (see sketch map).

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The Coos Bay Estuary Management Plan identifies the Shoreland segment 21RS and the Aquatic segment as 21CA. Segment 21RS permits Land Transportation Facilities as an administrative conditional use. Segment 21CA permits bridge crossing support structures as an administrative conditional use. The administrative conditional use will be reviewed as part of the Division of State Lands permit process. Not replacing the bridge would have a negative impact on land use due to curtailed access to properties.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY The existing bridge is in poor repair and if not replaced will completely change the traffic flow pattern. The traffic volume should not be affected if the existing bridge is constructed and with the proposed bridge being built northerly of existing bridge the existing bridge can be used as a detour. The proposed location of the new bridge will be northerly to allow a better alignment to the bridge thus greater safety will result for the traveling public.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The overall impact on Catching Slough will be positive because the replacement bridge will span the slough whereas the existing bridge contains support structures within the slough which will be removed upon completion of the new bridge. No wetlands or threatened or endangered species are identified by the comprehensive plan inventories on the subject site. The slough is identified as a salmonid spawning area, which will not be affected by a new bridge.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No such resources identified on project section.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Existing bridge pilings were driven in 1938. In 1957 the bridge was rebuilt from the pilings up and widened to 20 feet with additional pilings. Bulkhead pilings are rotten at this time. In addition the traffic rate has increased making the existing alignment unsafe. Road surface has been improved from gravel to asphalt thereby permitting increased speed. Bridge condition coupled with poor alignment and increased speed creates a hazard situation of critical concern. There are no controversial issues.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Though this project is situated in an estuarine environment (Catching Slough), it is near the head of the estuary (by Sumner), it is a modest structure (proposed 80' long x 20' wide), to be done at a modest cost ($150,000 est.), right-of-way need is minor (0.5± acre) involving no development, traffic is low (100± vehicles/day), the new structure will be realigned (100-200' downstream) on an improved (safer) alignment, the new structure will be a clear span (with no supports in the stream), and the old structure will be removed (including in-stream pilings) upon completion of the new one.

Hence, no significant impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resources Survey

PREPARED BY X Rockne Luckman (Coos County Engineer)

TELEPHONE NUMBER 396-3121

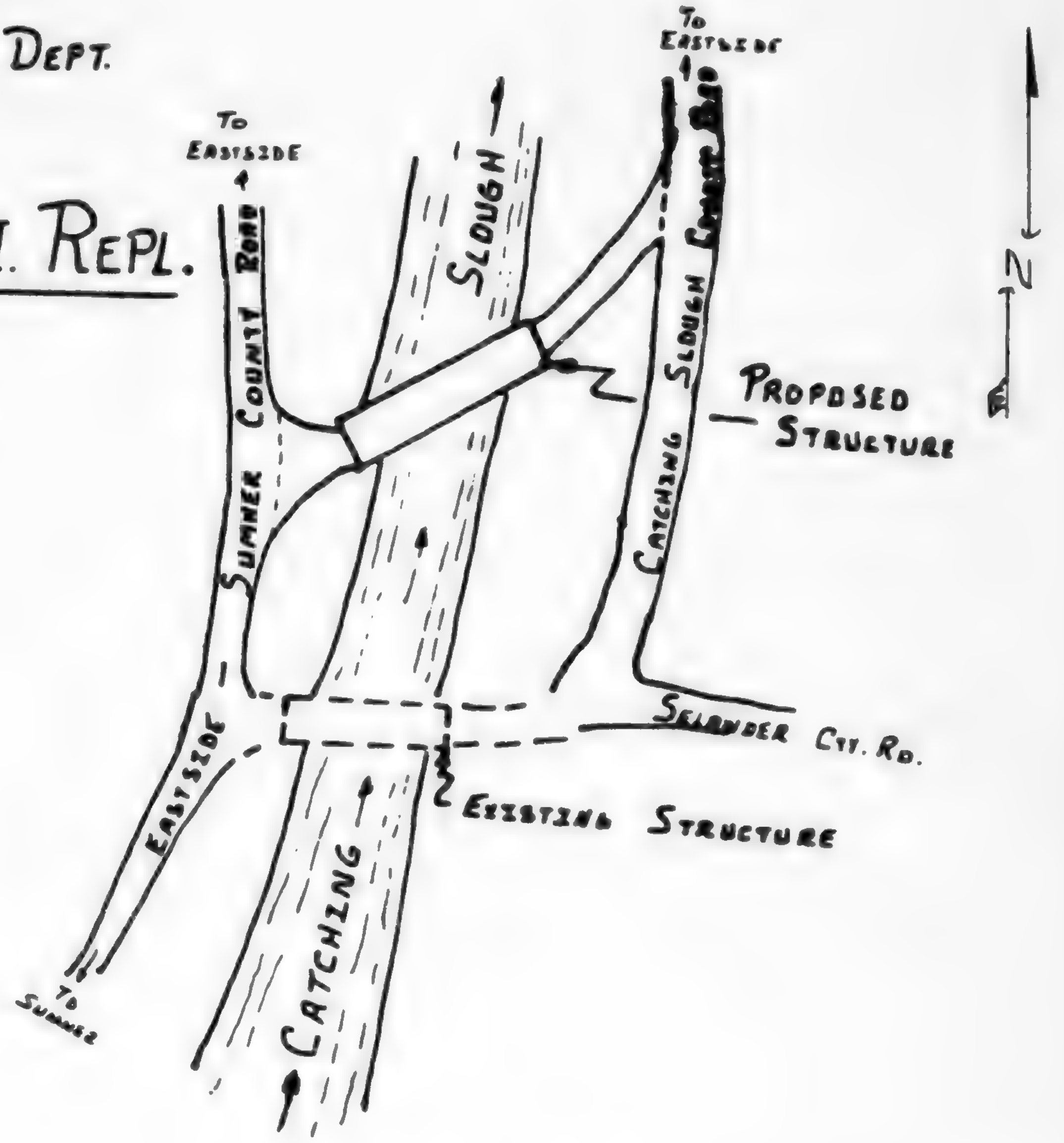
FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

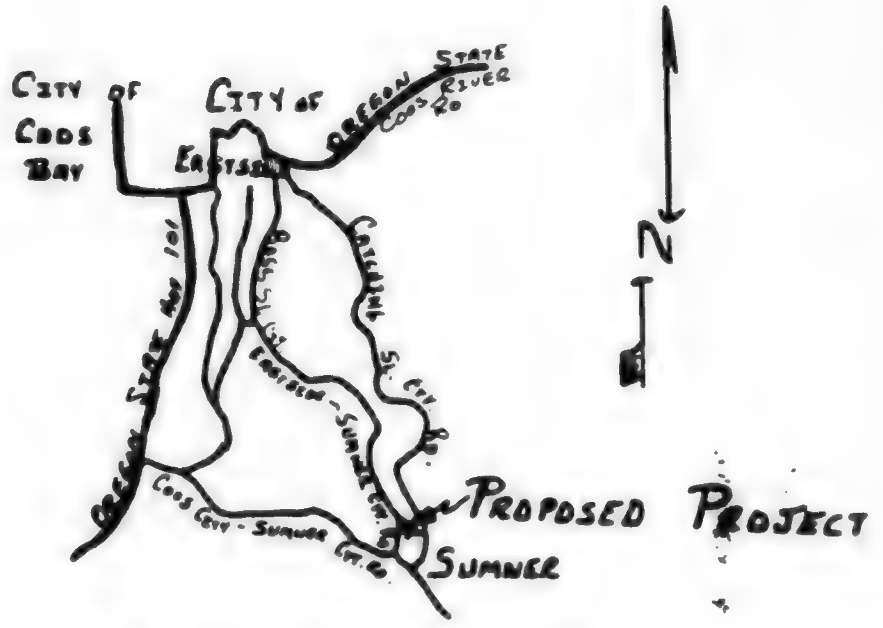
COOS COUNTY HIGHWAY DEPT.

LONE TREE BRI. REPL.

SKETCH MAP

DATE: JULY 27, 1983


TO EASTSIDE
SUMNER COUNTY ROAD
SLOUGH
TO EASTSIDE
CATCHING SLOUGH COUNTY RD.
N
PROPOSED STRUCTURE
EASTSIDE
SELANDER CTY. RD.
EXISTING STRUCTURE
CATCHING
TO SUMNER


CITY OF COOS BAY
CITY OF EASTSIDE
OREGON STATE COOS RIVER RD
OREGON STATE HWY 101
ISTHMUS SL. CTY.
CATCHING SL. CTY. RD.
EASTSIDE - SUMNER CTY.
COOS CITY - SUMNER CTY. RD.
N
PROPOSED PROJECT
SUMNER

VICINITY MAP

SCALE: 1" = 3 MI.

[illegible] 19-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

October 19, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Lone Tree Bridge #11C142
FAS-A431
Coos County
BRS-A431(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

cc: U.S. Coast Guard, 13th District, ATTN: John Mikesell w/attach

ENVIRONMENTAL SECTION
January 24, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Jim Gix
Jack Ayres
Elliot Parker
Bill Brown
Don Keyes (8)

1/16/84
for Division Administrator Date

Coast Guard concurrence 1/9/84

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: LONE TREE BRIDGE NO. 11C142

REGION: 3

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☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

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OTHER DOCUMENTATION

Cultural Resources Survey

PREPARED BY: X Rockne Luckman (Coos County Engineer)

TELEPHONE NUMBER: 396-3121

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: January 16, 1984

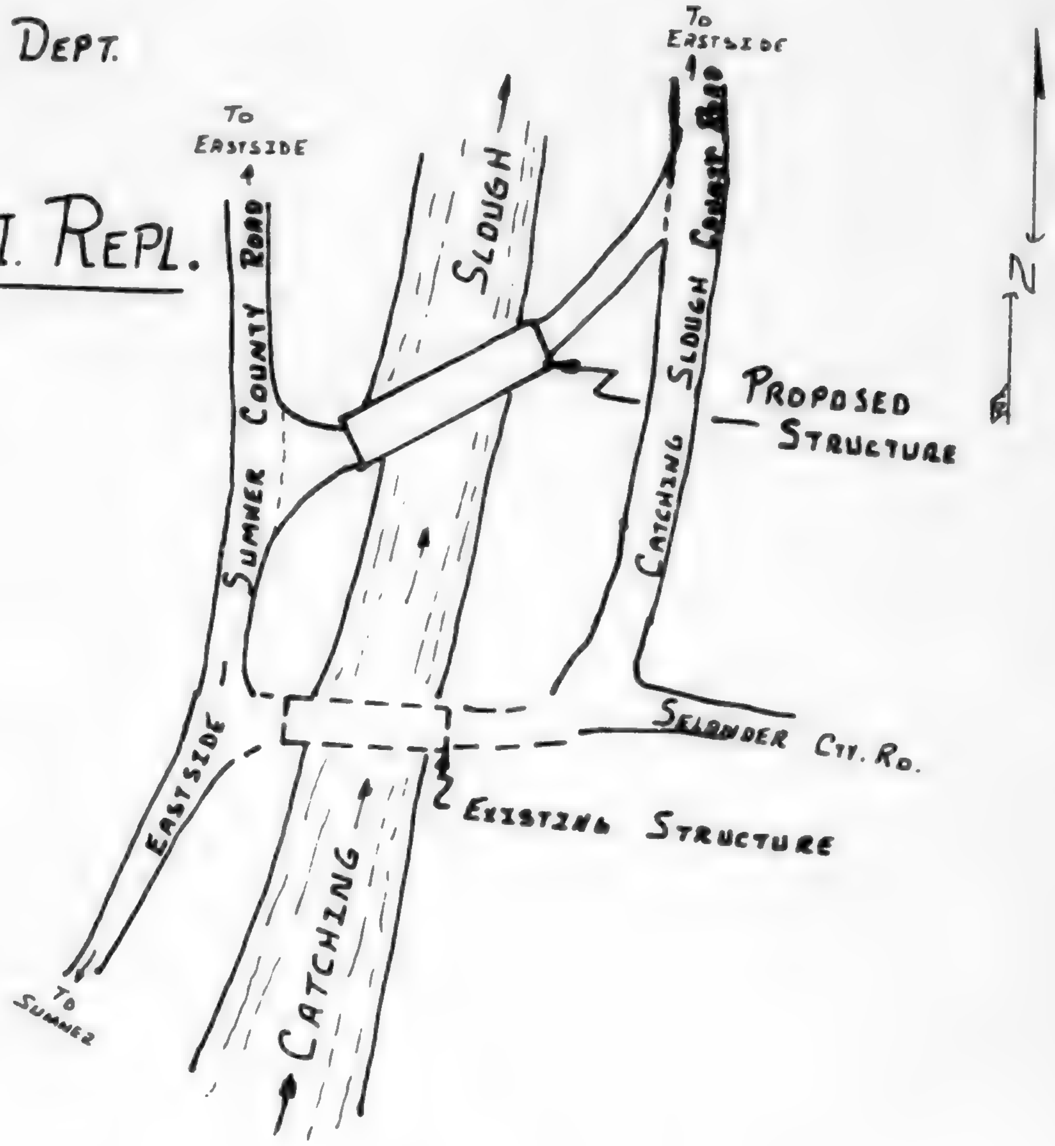
734-1913 (7-82)

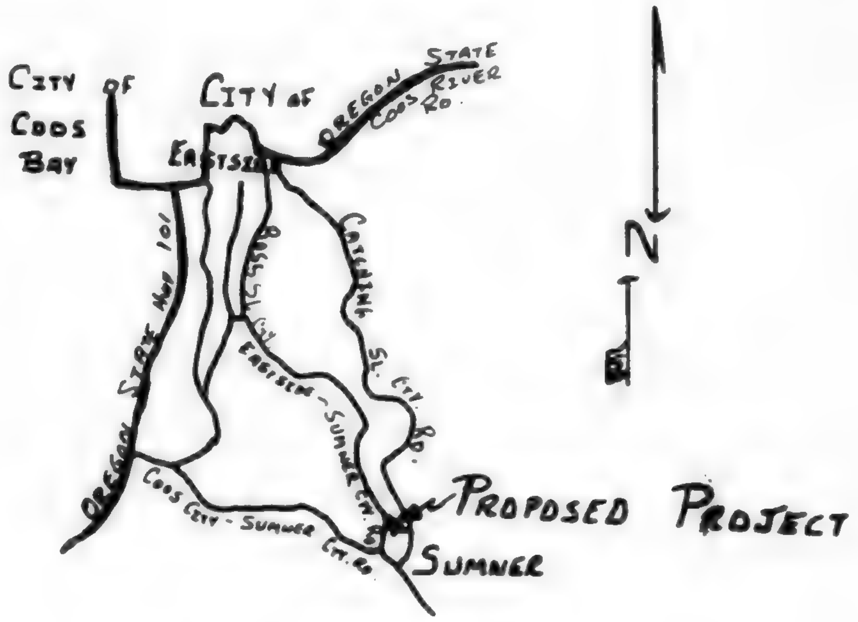
COOS COUNTY HIGHWAY DEPT.

LONE TREE BRI. REPL.

SKETCH MAP

DATE: JULY 27, 1983


To Eastside
To Eastside
Slough
Sumner County Road
Catching Slough County Road
Proposed Structure
N
Selander Cty. Rd.
Existing Structure
Eastside
Catching
To Sumner


City of Coos Bay
City of Eastside
Oregon State Coos River Rd.
N
Oregon State Hwy 101
Catching Sl. Cty. Rd.
Eastside-Sumner Cty. Rd.
Coos Cty-Sumner Cty. Rd.
Proposed Project
Sumner

VICINITY MAP

SCALE: 1" = 3 MI.

October 11, 1983

Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

AGR 4

Attention: Mary Ann Wilson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for the construction of the Catching Slough (Lone Tree) Bridge Section (Bridge No. 11 C 142) of FAS Route No. A431.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

241

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

Coos Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# [illegible]

SECTION ~~Catching Slough~~ (Lone Tree) Bridge No. 11C142

Catching Slough Road A431

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 5CG-1991

DATE 8-26-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT		[illegible]	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		300
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		600	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 18,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRS A431(2)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of a new structure at the Lone Tree Bridge.

1 Versteeg ✓
Anderson
Cy to Bud
Cg Mounsh
Q Edwards E
Terpin
3 Trout
Cg Wakerlig

RECEIVED
MAR 21 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY	DATE 8-26-83	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/23/84
RECOMMENDED REGION ENGINEER X	DATE 8-29-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE 2-21-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-27-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION LONE TREE BRIDGE No. 11C142	KEY ID # 1726
	REGION

STATE HIGHWAY #	HIGHWAY NAME		MILE POST	LENGTH
Cty #23	CATCHING SLOUGH ROAD		FROM 6.7 TO	100±
☐ URBAN ☒ RURAL	CITY Coos Bay	COUNTY Coos	ROAD/STREET NAME Catching Slough Road	
ROUTE # 767	FEDERAL AID # A431	APPLICANT (IF OTHER THAN STATE) Coos County		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 5	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$ 1	PAVING (✓)	X	ACRES (#)	0.5±
ROADWAY	$ 20		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 99		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S or C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S or C
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 25		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 144	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 150				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	On-System HBP	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2-10	2-12
STRUCTURES (#)	2-10	2-12
SIGNALS (#)	n/a	
BIKE PATH (Y/N)	n	n
AVERAGE DAILY TRAFFIC	100	100
YEAR OF AVERAGE DAILY TRAFFIC	198	

DEFINE THE PROBLEM

The existing wooden tresle bridge is decayed and needs to be replaced.

C&A# 7966
Agreement to typist 9-14-83.
MCH

PROPOSED SOLUTION

To remove existing bridge and replace with concrete and steel bridge

REQUESTED, REGION ENGINEER X	DATE 8-5-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE JULY 5 1983	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

REGION

PROJECT JUSTIFICATION

The bridge is located with very bad approaches and is narrow, thus to improve safety and reduce accidents the bridge should be replaced. The existing bridge has a low bridge rating. Due to the condition of the existing wood structure, the reconditioning of the structure is impractical.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 - PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Lone Tree Bridge No. 11 C142

REGION: 3 8-24-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	A
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	A
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	A	DETOUR	c/s	BORROW SOURCE	c/s	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	A
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	c/s	COAST GUARD	A	DEQ NON-POINT SOURCE WATER	A
FIELD SURVEY	c/s	RR CROSSING	N	DISPOSAL SITE	c/s	STATE LANDS	A	SECTION 106	A
VICINITY MAP	c/s	RR PROTECTION	N	LOCAL AGREEMENT	A	GEOLOGY AND MINERALS	A	NOISE STUDY	A
SOILS INVESTIGATION	c/s	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	c/s	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	A	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
?	?	0	0

RIGHT-OF-WAY LIAISON	Yes	EASEMENTS (#)	?	ACCESS CONTROL (Y/N)	?

DESIGN SPEED: 40 mph

DESIGN STANDARDS: 40 mph

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	0	0	0	0			10	0	10			0	0	0	0	0
				0			12	0	12			0				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
base aggregate					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	80'	20'	99'	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

8-26-83 Reviewed Region ₤

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Lone Tree Bridge No. 11C 142

REGION 3

8-24-83

ESTIMATED RIGHT-OF-WAY IMPACTS

should not have a negative impact on the area

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

should not have a negative impact on the plan

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

should be an improvement on flow pattern and safety

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

should not have a negative impact on these items

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

do not have any information

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x ROCKNE LUCKMAN	396-3121	

734-1913 (7-82)

[illegible]

FEDERAL AID PROJECT REQUEST

Date July 27, 1983

Applicant Agency Coos County

Request for: Off-System ____, FAS-C 431 , FAUS ____ Project

Federal Aid Route No. 767 Route Name Catching Slough Road

Project Name Lone Tree Bridge

Project Length 100± feet Project Location (Attach sketch map) ⬅

Project Description the replacement of existing wood tresle bridge with a concrete and steel bridge

Average Daily Traffic 100 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) ⬅

Width 10feet Travel Lanes 2 Shoulders 0

Medians n/a Parking n/a

Sidewalks n/a

Remarks

2. Desired Roadway Cross Section: (Attach sketch) ⬅

Width 12 feet Travel Lanes 2 Shoulders 2

Medians n/a Parking n/a

Curbed n/a Length Curb Radii n/a

Sidewalk/Bikeway n/a

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks if this is part of the project but if project not funded because of right-of-way the answer is no

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. **Proposed Signalization:**

Location n/a

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? applicant

4. **Permanent Striping:**

Include in project or by applicant? applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

n/a

2. **Proposed Illumination:**

Location n/a

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location MP#670

Type wooden tresle

Approach Roadway Width 20feet Shoulder Width 0 feet

Length 77feet Width 20feet

To remain in place? no

2. **Proposed Structure:**

Location MP#6.65

Approximate Size: Length 70± feet Width 28 feet

Are sidewalk/bikeways desired: no

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Coos County Office
2.	Environmental	Coos County Office
3.	Public Hearing	Coos County Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant State X or Consultant X

2. Project construction engineering to be performed by:

Applicant________ State X or Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes X No________
If "yes," describe briefly: maintenance and other work which may be agreed to

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 20,000
Right-of-way costs (if participating)	1,000
Traffic control	0
Illumination	0
Structures	99,000
Railroad	0
Other Engineering & Contingencies	25,000
Preliminary engineering	5,000
PROJECT TOTAL	$ 150,000

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or COOS COUNTY

By________ By Joe R. Beale

By________ By Robert Emmett

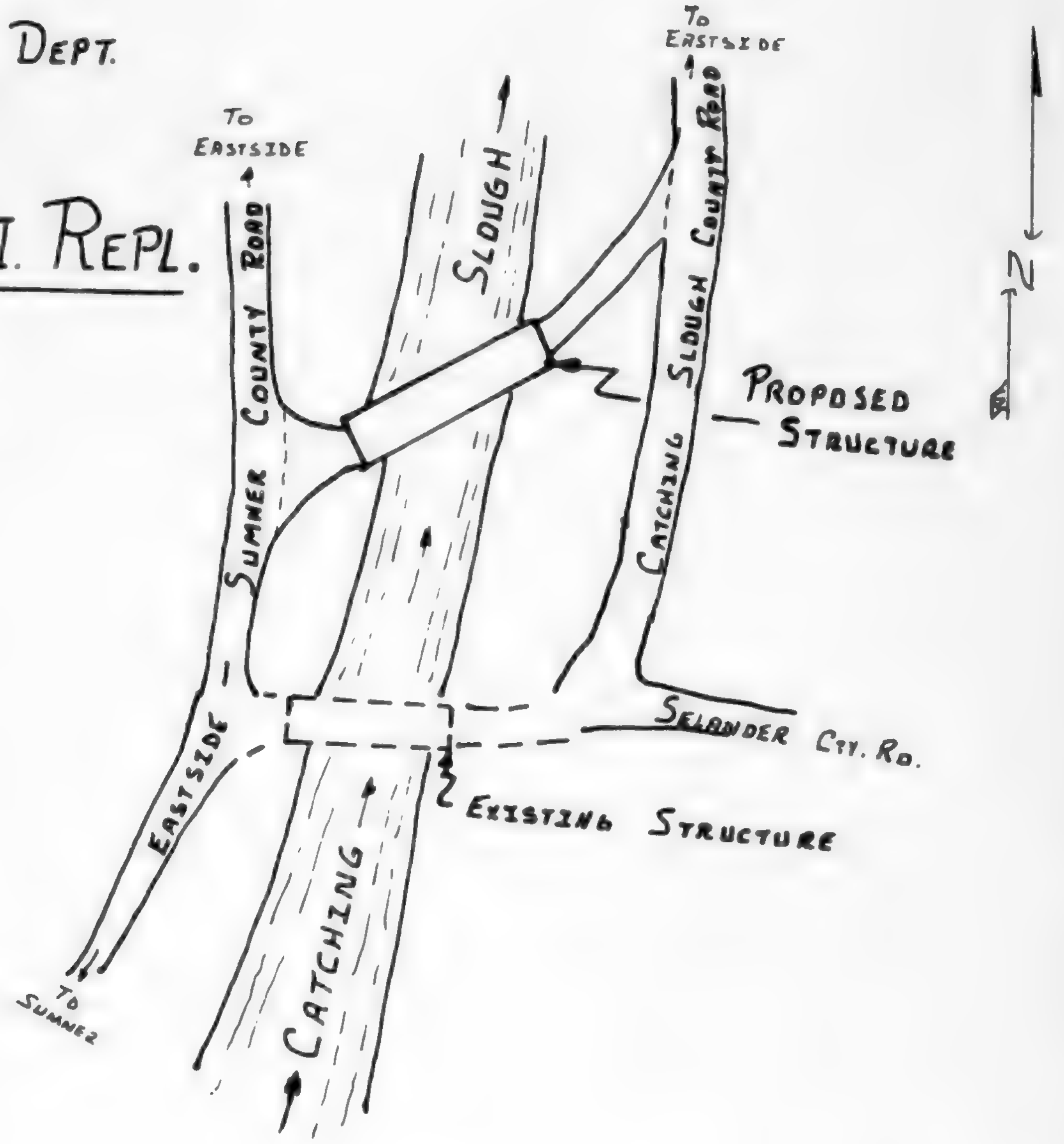
By Doc Stevenson

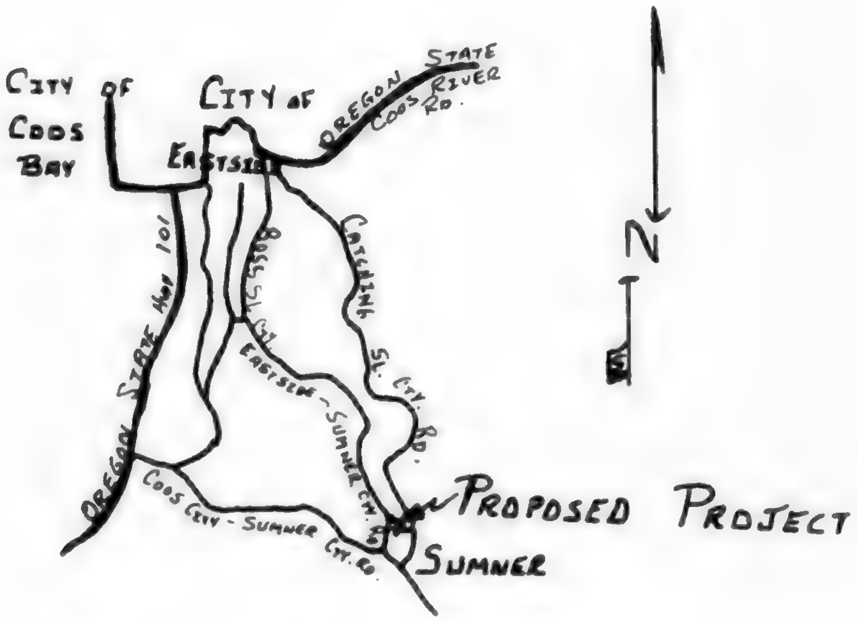
Coos County Highway Dept.

Lone Tree Bri. Repl.

Sketch Map

Date: July 27, 1983


To Eastside
To Eastside
Slough
Sumner County Road
Catching Slough County Road
Proposed Structure
N
Eastside
Selander Cty. Rd.
Existing Structure
Catching
To Sumner


City of Coos Bay
City of Eastside
Oregon State Coos River Rd.
N
Oregon State Hwy 101
Ross Sl. Cty.
Catching Sl. Cty. Rd.
Eastside - Sumner Cty. Rd.
Coos City - Sumner Cty. Rd.
Proposed Project
Sumner

Vicinity Map

Scale: 1" = 3 Mi.

1985 Umpqua Myrtle State Way- 10,132
side Rockfall Sec. of Umpqua Hwy.
(Grading & paving)

10,132

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 5-39	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-7-87	County Douglas
PROJECT REPORT NUMBER		Project Number F-20(15)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 15, 1985 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 326,590.00	$ 332,090.00
Federal funds	$ 287,889.00	$ 292,737.00
Other revisions		

This modification is made for the following reasons:

To include increase of construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of MAY, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon March 9, 1987

Federal-Aid Project No. F-20(15)

Umpqua Myrtle State Wayside Rockfall Section
Umpqua Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadwork (Sta. 655+50 to 671+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$10.50	10,340	$108,570.00	10,863.81	$114,070.00

Subtotal, including engineering from previous estimate of 10/7/85	$303,890.00
Total Increase	5,500.00
Subtotal	$309,390.00

Length of Project ------------------- 0.30 mi.

Cost of Roadway Per Mile ------------ $1,031,300.00

RETAIN IN RESERVE

Slide Correction

All Required	$ 20,000.00
Subtotal	$ 20,000.00
Engineering	2,700.00
Total	$ 22,700.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$309,390.00	$272,727.00	$36,663.00
SUBTOTAL		$309,390.00	$272,727.00	$36,663.00
RETAIN IN RESERVE				
Reserve		$ 22,700.00	$ 20,010.00	$ 2,690.00
TOTAL		$332,090.00	$292,737.00	$39,353.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C10132
Prefix No.: C10132
Prefix No.: C010-1949
Prefix No.: C10132

DDB:me

10,133

STATE COPY

TO BE COMPLETED BY FHWA 10-83	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT** 10-15-85	STATE OREGON COUNTY DOUGLAS PROJECT NO. F-20(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

"Umpqua Myrtle State Wayside Rockfall Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-28-85	0.3
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 326,590.00	$ 287,889.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
ByX FOR: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator OCT 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 7, 1985

FEDERAL AID PROJECT NO. F-20(15)

UMPQUA MYRTLE STATE WAYSIDE ROCKFALL SECTION
UMPQUA HIGHWAY
DOUGLAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWORK (Sta. 655+50 to Sta. 671+50)

Mobilization	Lump Sum	All	Lump Sum	$ 6,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,000.00
Temporary Signs	Sq. Ft.	258	5.00	1,290.00
Temporary Barricades	Each	2	75.00	150.00
Flaggers	Hour	2,500	20.00	50,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	10,000.00
General Excavation	Cu. Yd.	10,340	10.50	108,570.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	3,200.00
1"-0 Aggregate Base	Ton	1,100	12.50	13,750.00
Class "C" Asphalt Concrete	Ton	780	37.00	28,860.00
8-inch Culvert Pipe	Lin. Ft.	20	40.00	800.00
12-inch Culvert Pipe	Lin. Ft.	4	50.00	200.00
18-inch Culvert Pipe	Lin. Ft.	54	25.00	1,350.00
24-inch Culvert Pipe	Lin. Ft.	10	60.00	600.00
Concrete Inlets, Type G-2	Each	2	1,000.00	2,000.00
Extra for Asphalt Approaches	Each	2	200.00	400.00
Concrete Barrier	Lin. Ft.	1,200	22.00	26,400.00
Delineators, Type 2	Each	20	26.00	520.00
Seeding, Fertilizing and Mulching	Acre	1.5	1,500.00	2,250.00
				$260,840.00

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required	$ 1,600.00
EEO/Labor Compliance Monitoring	(0.5%)	All Required	1,340.20
Temporary Erosion Control		All Required	4,000.00
			$ 6,904.20
		SUBTOTAL	$267,744.20
		Engineering	36,145.80
		TOTAL	$303,890.00

Length of Project ---------------- 0.30 miles

Cost of Roadway Per Mile --------- $1,012,966.66

RETAIN IN RESERVE

Slide Correction

All Required	$ 20,000.00
SUBTOTAL	$ 20,000.00
Engineering	2,700.00
TOTAL	$ 22,700.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$303,890.00	$267,879.00	$36,011.00
SUBTOTAL	$303,890.00	$267,879.00	$36,011.00
Reserve	22,700.00	20,010.00	2,690.00
TOTAL	$326,590.00	$287,889.00	$38,701.00

Group 010: 0%; Group 011: 100%
Contract No. 10132
Prefix: C010-1949
Prefix: C10132

Appn Code: 010

DDB:CPL:RLC:pf

10,132

March 25, 1987

CON 5 - 10,132

Fidelity & Deposit Co. of Maryland
P. O. Box 489
Portland, OR 97207

On January 22, 1987, we wrote to you concerning release of final payment on Contract No. 10,132 awarded to Roseburg Paving Co. for work on the Umpqua Myrtle State Wayside Rockfall Section of the Umpqua Highway in Douglas County.

Final payment on this contract is $7,715.00 and the total contract amount is $279,200.83. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Roseburg Paving Co.
P. O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
James Gix

10,132

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10132

TO: Commission Services

DATE: January 16, 1987

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10132, On Site Work Substantially Completed June 13, 1986

All Work Completed October 22, 1986

Project Umpqua Myrtle State Wayside Rockfall

Highway Umpqua

County Douglas

Type of Work Grading and Paving

Contractor Roseburg Paving Co.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 1-22-87

RECEIVED
JAN 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE[illegible]Y REPORT FOR CONSTRUCTION PF[illegible]ECTS

		WEEK ENDING 11/01/86
PROJECT NAME (SECTION) Umpqua Myrtle State Wayside Rockfall		CONTRACT NO 10132
HIGHWAY Umpqua	COUNTY Douglas	F.A PROJECT NO F-20(15)
CONTRACTOR Roseburg Paving Company	KIND OF WORK Grading and Paving.	DATE OF AWARD 09/26/85

PROJECT AUTHORIZATION		ENGINEERING		
				FIRST NOTIFICATION DATE 03/04/86
CURRENT AUTHORIZATION	$ 236,589.67	AUTHORIZATION	$ 25,896.98	ESTIMATED DATE OF COMPLETION, OR 06/30/86
		COST THIS WEEK	$ 0.00	
ESTIMATED PROJECT COST	$ 300,692.69	TOTAL TO DATE	$ 23,150.00	SECOND NOTIFICATION DATE AND 06/13/86
ESTIMATED PERCENT OVERRUN/UNXXXX	27.1 %	PERCENT OF AUTHORIZATION	89 %	ESTIMATED SEMIFINAL SUBMITTAL DATE 06/30/86

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
All	06/30/86	0	0.0	0	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0		0	0	0

ACTIVITIES THIS WEEK:
All work complete. Third notification outstanding.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Third Notification sent 10/22/86.
Final weekly report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
John Read
John Read

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10132

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
10132

DATE: July 17, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-20(15)

Contract 10132, Work Completed June 13,1986

Project Umpqua Myrtle State Wayside Rockfall

Highway Umpqua

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-18-86

213

Christianson
Dale E. Wilken
Division Administrator

RECEIVED
STAT. HWY ENGR
JUL 23 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BMW:11

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
JUL 18 1986
OREGON DIVISION

734-2023 (2-85)

bw OSHD (RULIEN)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
JUL 8 '86
REFER TO Fredrickson
FOR
Info / Inves / R/D / D/R / Sign / Act / File

Og
7/15

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH: John Reed, Project Manager;OSHD

DATE OF INSPECTION 6/18/86	INSPECTION MADE BY Wally N. Bryant; Area Engineer	PROJECT NO. F-29(15)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 98 %	WORK COMPLETED 100 %

UMPQUA MYRTLE STATE WAYSIDE ROCKFALL
UMPQUA HIGHWAY
GRADING AND PAVING

This project provided for the construction of a rock fallout area, shoulder widening and an asphalt concrete overlay on about 0.03 miles of the Umpqua Highway at M. P. 28.5. A contract in the amount of $260,840.00 was awarded Roseburg Paving Co. on September 26,1985. Project work began on March,4 1986, and was completed in reasonably close conformance with the approved plans and specification on June 14,1986 at a final estimated cost of $106,000.00 or approximately 0.1 percent below the authorized amount of $106,098.70.

Project record indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with specification requirements. There were no major significant overruns or underruns in the bid items except for the rock excavation which is expected to overrun approxiamtely 10 percent. Final remeasure work has not been completed to date.

Because of the blocky and seamy nature of the rock material encountered a shear face on the back slope was not obtained throughout the length of the fallout even though pre splitting was performed in accordance with specification requirements. However, the results obtained are considered satisfactory. The overall appearance of the completed work is considered good and final acceptance of the contract work is recommended.

NOTED

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
MAY 05 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

Cy

REGION NO. 10	REPORT NO. 1	COUNTY Douglas	DIVISION 5/1 Oregon

IN COMPANY WITH
John Read, Project Manager; OSHD

DATE OF INSPECTION 4/9/86	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. F-20(15)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED SCD 6/30/86 %	WORK COMPLETED 35 %

UMPQUA MYRTLE STATE WAYSIDE ROCKFALL
UUMPQUA HIGHWAY
Grading and Paving

NOTED
W. E. SCHWARTZ

This project provides for the construction of a rock fallout area, shoulder widening and an asphalt concrete overlay on about 0.30 miles of the Umpqua Highway at M. P. 28.5. A contract in the amount of $260,840 was awarded Roseburg Paving Co. on 9/26/85. Project work began on 3/4/86.

At the time of this inspection the majority of the clearing work had been completed and the contractor was excavating the previously shot rock material. The material is being hauled and placed in the designated disposal area located adjacent to the highway near M.P. 30. The contractor was also drilling in preparation for the next shot later this month.

While presplitting is being performed as required by the specifications, a uniform slope and shear face on the backslope is not being obtained throughout the length of the excavation area due to the blocky and seamy nature of the rock material being encountered. However, at the time of this inspection the results being obtained were considered acceptable.

The signing and traffic control measures being used to control traffic past the work area was reviewed and found to be adequate for the work underway and in reasonably close conformance with the approved traffic control plan and the MUTCD.

- WNB -

Form FHWA-1446A
(Rev. 2-84)

October 25, 1985

CON 5 - 10,132

Roseburg Paving Co.
P. O. Box 1427
Roseburg, OR 97470

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,132 for work on the Umpqua Myrtle State Wayside Rockfall Section of the Umpqua Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Fidelity and Deposit Company
of Maryland
Portland Service Office
Crown Plaza Building
1500 S. W. First Avenue
Portland, OR 97201-5834

Fidelity and Deposit Company
of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Larry D. Lindley

ROSEBURG PAVING CO.

September 20, 1985

Mr. Robert Gormsen
Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

Re: Umpqua Myrtle State Wayside Rockfall

Dear Mr. Gormsen:

This letter is our DBE/WBE documentation. We will subcontract the following items:

BID ITEM			
5	(WBE) White Line Flagging	$20/Hr X 2500 Hrs.	$50,000.00
17	(DBE) Otis Smith Trucking	$19.52/LF X 1200 LF	23,424.00
18	(DBE) Otis Smith Trucking	$25 Ea. X 20	500.00
19	(DBE) Otis Smith Trucking	$1500.00 X 1.5 Acres	2,250.00

Yours Very Truly,

John Loosley

JL/sb

RECEIVED
SEP 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

Beaver State Road, Hwy 99S P.O. Box 1427 Roseburg, Oregon 97470 (503) 679-6744

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-20(15)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50083

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
SEP - 9 '85
REFER TO
Potter
FOR

Orig to
9/10

7. DATE AUTHORIZATION EFFECTIVE
August 28, 1985

8. FEDERAL ROUTE NUMBER
Primary 20

9. STATE ROUTE NUMBER
Primary 45

10. GENERAL LOCATION:
Umpqua Myrtle State Wayside Rockfall Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 8-5-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 8-26-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $422,729; Federal Funds $372,546.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE
9/6/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

7722i 6-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 9, 1985
IN REPLY REFER TO
HFO.3-OR

RECEIVED
STATE HWY ENGR
AUG 12 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project F-20(15)
Umpqua Myrtle State Wayside Rockfall Section
Umpqua Highway - Douglas County

Mr. Kuehn's July 29, 1985 letter requesting approval of a "Mandatory Disposal Site" for the 9700 cubic yards of cut slope material to be removed on the subject project has been reviewed. We concur that it is in the public interest to stockpile this material within the existing right-of-way for possible future emergency use by maintenance forces provided the work, when completed, does not constitute a roadside hazard and that the disposal of material at this site does not result in an unstable situation.

Sincerely yours,

G.K. Hoover
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. Kuehn, Rd Des)
OSHD (G. Potter, Prog)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 29, 1985

In Reply Refer to
File No.: DES 16

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Richard A. Kuehn, P.E.
Final Design

SUBJECT: Umpqua Myrtle State Wayside Rockfall Section
Umpqua Highway
Douglas County

We request your concurrence that it is in the public's interest to require a "Mandatory Disposal Site" for cut slope material. This project is proposed to control a rockfall problem. The existing steep cut slope materials are susceptable to erosion and degradation with resultant rocks coming down onto the highway.

We propose to remove 9,700 cubic yards from the steep cut to establish a fall-out area. This material is to be placed in a disposal site within the existing right-of-way, 1.4 miles south of the project. Maintenance does not have any planned uses for this material but does need a source for emergency use. This section of highway has a history of needing materials for sudden unpredictable repair work.

Your concurrence is solicited that it is in the public's interest to require a disposal site because of possible emergency use by Maintenance forces.

RAK:NH:ja

cc E. S. Hunter
J. J. Gix
Leon Brock
N. L. Henry

RECEIVED
AUG 1 1985
ROAD DESIGN SECTION

RDE
FDE
LE
SE
✓ FPC
PDE
LPE
GTE

BPC
CA

10-15-

77721 6-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: July 26, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLIG

From: For Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50083
Project No. F-20(15)
Umpqua Myrtle State Wayside Rockfall Sec.
Umpqua Highway
Douglas County

Attached data consists of Rev. PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 19, 1985.

DRH:bkb
Attachments
cc: J.J. Gix, Region 3
General Files

Form 734-3122

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-20(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50083

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/29/84

8. FEDERAL ROUTE NUMBER Primary 20

9. STATE ROUTE NUMBER Primary 45

10. GENERAL LOCATION:

Umpqua Myrtle State Wayside Rockfall

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage & utility preparatory work TEC $33,800; FF $29,790

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 10/23/84.

RECEIVED
STATE HWY ENGR
NOV 2 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
11/2

14. DATE 10/30/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7/11/84 6-1

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: July 9, 1984

FROM: James J. Gix
Region Engineer

SUBJECT: Preliminary Engineering by Consultants

Over the past four months, we have received lists of projects from several design groups which indicate the desire to proceed with preliminary engineering using consultants. At this time, I understand several bridge and traffic signal projects have adequately been negotiated.

I now have another listing of projects throughout the state that are proposed for PE by consultants within the next two or three weeks. I am very concerned that communication with the Construction Section and the Regions is either very superficial or nonexistent. I am concerned that projects will be given to consultants and our own personnel will have to be loaned out to other units because of a lack of work. We need your help to bring this program under control.

Through Mr. Kuehn, I have requested withdrawal from consultant agreement on two signal projects because the survey work is already completed in Region. This would be the Crestview Drive Section on the Willamette Highway @ Oakridge and the Beacon Drive Signal on the Redwood Highway in Grants Pass.

I am now requesting that the Umpqua Myrtle State Wayside Rockfall on the Umpqua Highway be withdrawn since we have surveys in Region that are nearly ready for submittal on this project. We would also like to withdraw the Phoenix-Talent Project on the Rogue Valley Highway south of Phoenix in order to bolster the workload of the Medford engineering crew.

From the latest list, we would like to withdraw the Curtis Ave. - Coalbank Slough Section which is to develop a one-way couplet on U.S. 101 in Coos Bay. This project involves cooperation between the City of Coos Bay, the Southern Pacific Railroad and the work now underway on the Coalbank Slough structure. I feel that the addition of a consultant in this project could only make it more expensive to complete.

jg/ba

cc: B. Ewen

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 10'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	/					

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

June 22, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Umpqua Myrtle State Wayside Rockfall
Umpqua Highway
Douglas County
F-20(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

6/[illegible]/84

ENVIRONMENTAL SECTION
July 2, 1984

cc:
- J. B. Boyd (3)
- J. H. Versteeg (4)
- L. E. George (2)
- G. A. Potter (2)
- Richard McSwain
- W. J. Hart
- C. O. Fredrickson
- F. E. Terpin
- Local Programs Unit
- Norm Davis
- Ron Noble
- General Files
- Jim Gix
- Elliot Parker
- Duane Kirby
- Jack McCormick
- Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02102

SECTION Umpqua Myrtle State Wayside Rockfall

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

No Right-of-way will be required, but a construction easement may be needed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No lasting impacts; consistent with area planning.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will result in a safer section of road.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

A waste area or areas will be needed. This will be investigated further. Work will probably be done under permit unless an established site is used.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Temporary aesthetic impacts will result from construction activity but these will pass with time; over a longer period, slope stability should result.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

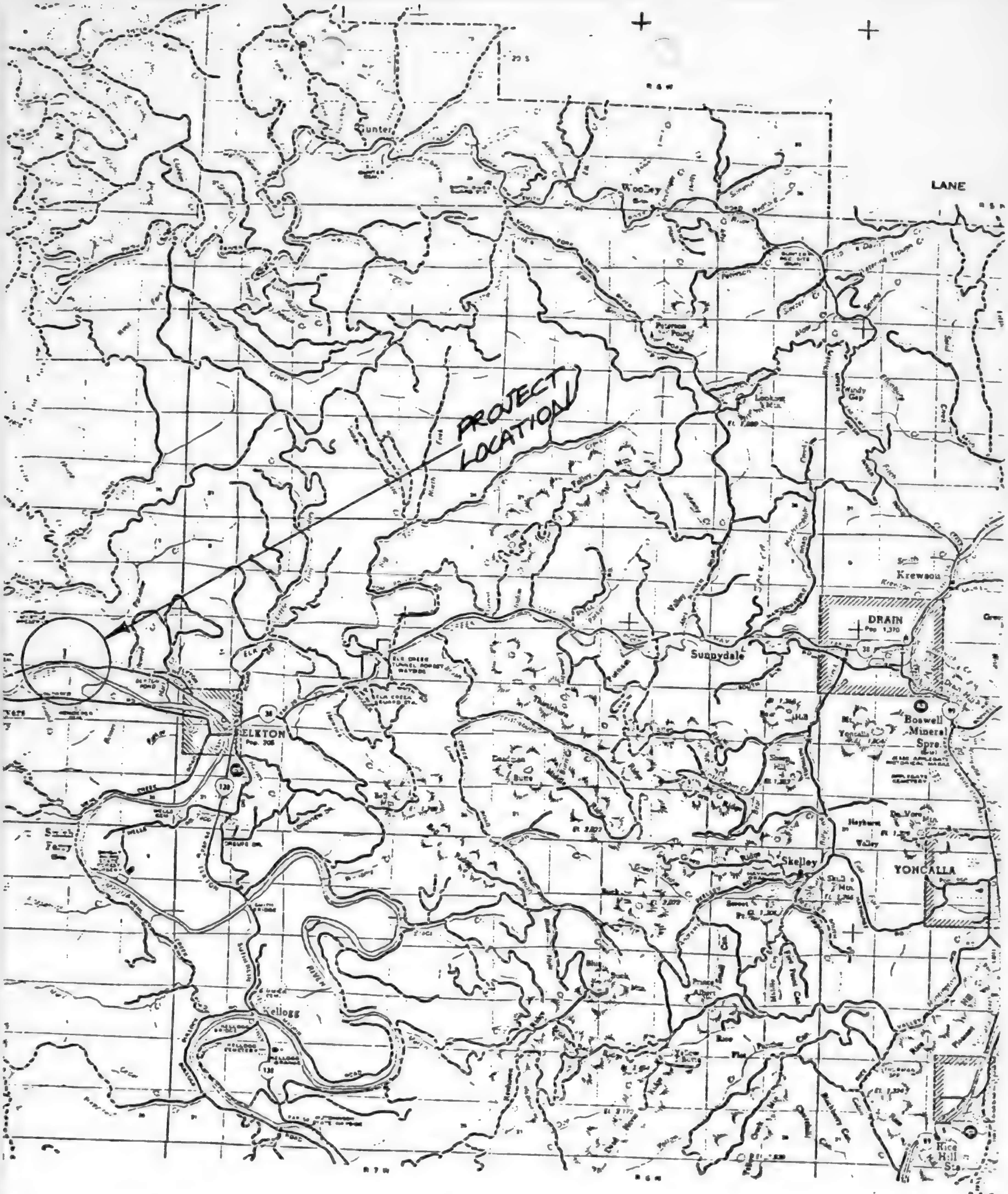
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a slope stabilization which is local in scope. No significant impacts are forecast.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X M. L. Havig	440-3419	June 28, 1984


PROJECT LOCATION
LANE
Gunter
Wooley
Peterson Point
Lookout Mtn.
Windy Gap
Krewson
DRAIN
Pop. 1,370
Sunnydale
ELKTON
Pop. 205
Elk Creek Tunnel Forest Wayside
Boswell Mineral Spgs.
Yoncalla Mtn.
YONCALLA
De Vore Mtn.
Skelley
Smith Ferry
Kellogg
Rice Hill
38
138
99
R 8 W
R 7 W
R 6 W

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Douglas

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02102

REGION 3

SECTION Umpqua Myrtle State Wayside Rockfall

AUTHORIZATION NO. 1

PREFIX 10-1949

DATE 6-21-84

Hwy 45 **SURVEY AUTHORITY**

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		5,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		500	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 33,800
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-20(3)

LOCATION ENGINEER'S REMARKS

This authority is for preparation of a survey for plans, specs and estimates to remove this hazard.

1 Versteeg ✓
Anderson
CY Adams
CY Lincoln
2 Edwards
Turpin
3 Trout
Wakerlig

RECEIVED
NOV 6 1984
ROAD DESIGN SECTION

NOTED

Do Not File
Return
Bring Up
Action

On HIP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 6/27/84
RECOMMENDED, REGION ENGINEER X W. J. [illegible]	DATE 5/2/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 6-26-84
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10/29/84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Umpqua Myrtle State Wayside Rockfall			KEY ID # 02102
			REGION 3
STATE HIGHWAY # 45	HIGHWAY NAME Umpqua	MILE POST 656+25 - 666+81 FROM 28.6 TO 28.8	LENGTH 0.2
☐ URBAN ☒ RURAL	CITY	COUNTY Douglas	ROAD/STREET NAME
ROUTE # 38	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES ~~(000's)~~		
PRELIMINARY ENGINEERING		$ 42,000
RIGHT OF WAY		$ 0
ROADWAY	$ 525,000	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 20,000 ~~15,000~~	
	$	
40% ENGINEERING & CONTINGENCIES	$ 216,000	
TOTAL CONSTRUCTION		$ 756,000
TOTAL ESTIMATE		$ 798,000

PROJECT DATA		
GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	8

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING:	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/86	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR 86

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	2 @ 12	2 @ 12
STRUCTURES	(#)	0	0
SIGNALS	(#)	0	0
BIKE PATH	(Y/N)	N	Y
AVERAGE DAILY TRAFFIC		2500	
YEAR OF AVERAGE DAILY TRAFFIC		1982	

DEFINE THE PROBLEM

This area is highly susceptible to rock fall with no fallout area. This not only creates a danger to traffic but is costly for maintenance.

PROPOSED SOLUTION

Construct 15' fall out area with a bench at the 30 foot height. Place shoulder barrier on shoulder to repell rocks from rolling on the highway.

REQUESTED, REGION ENGINEER X W.J.	DATE 5/7/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 18 JAN 84	PROGRAM YEAR 86	FUNDING FAP

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02102

SECTION Umpqua Myrtle State Wayside Rockfall

REGION 3

PROJECT JUSTIFICATION

This area has a history of rocks falling on the highway causing a very extreme safety hazard for traffic. This area requires considerable maintenance and constant watching to keep the rocks off the road.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02102

SECTION Umpqua Myrtle State Wayside Rockfall

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY				UTILITIES	N	(LIST BELOW)
ACQUISITIONS		RELOCATIONS		COMPANIES		
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)			
0	0	0	0			

RIGHT-OF-WAY LIAISON	Y	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	0	0	0	4	0	0	12	0	12	0	0	4	0	0	0	0
0	0	0	0	4	0	0	12	0	12	0	0	4	0	0	0	0

PROPOSED (See Attached Typical)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asphaltic Pavement	0	1½"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	NA			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 6/22/84

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02102

SECTION Umpqua Myrtle State Wayside Rockfall

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

No Right of Way will be required, but possibly a construction easement will be needed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Waste area or areas will be required.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Will be a safer section of road.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

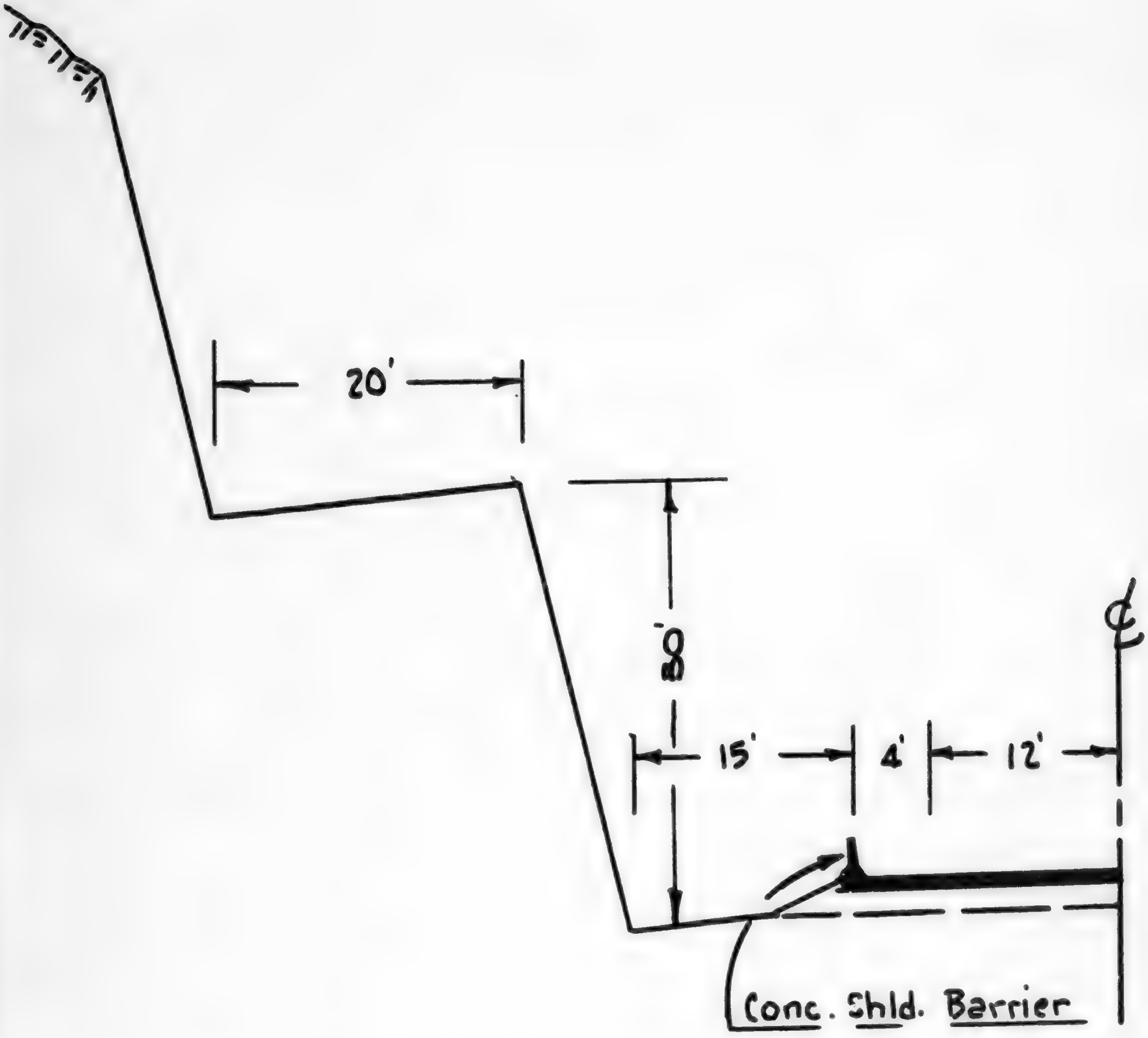
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

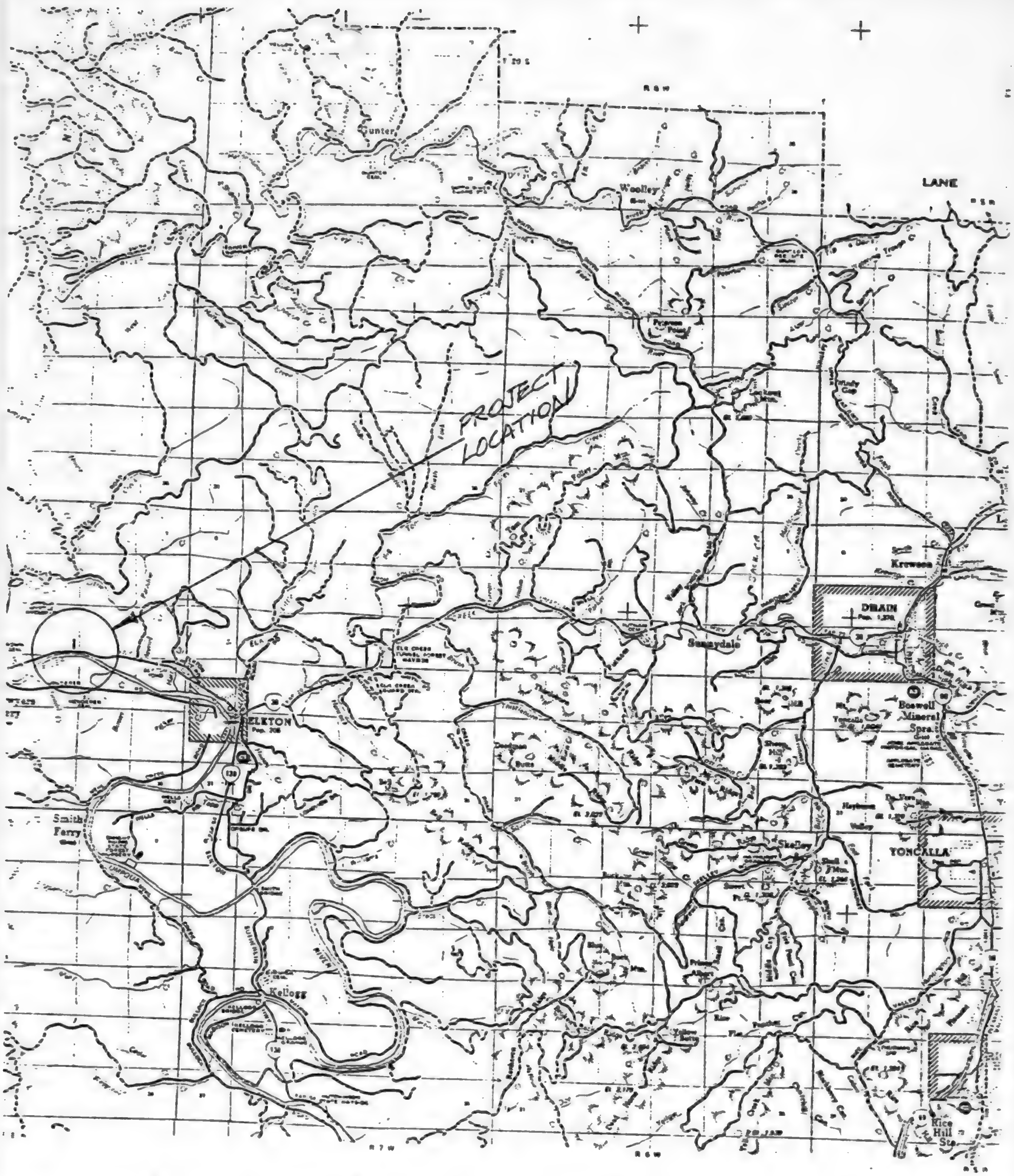
OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X M. S. Harris	440-3419	

734-1913 [illegible]


20'
8'
15'
4'
12'
℄
Conc. Shld. Barrier

TYPICAL SECTION for
Umpqua Myrtle State Wayside Rockfall


PROJECT LOCATION
Gunter
Woolley
LANE
R 8 W
R 7 W
DRAIN
Kreweon
Sunnydale
ELKTON
Smith Ferry
Boswell Mineral Sprs
Yoncalla
Hayhurst Valley
YONCALLA
Skelley
Kellogg
Rice Hill Sta
UMPQUA
38
138
99

1985 M.P. 57.00-John Day/Burns 10,133
Hwy. Sec. of (Izee Rd.-Brush Ranch Rd)
(Paving)

C&A 8159- 7/9/84

10,133

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 5
2111 ADAMS AVE., P.O. BOX 850, LA GRANDE, OREGON 97850 PHONE 963-3177

March 21, 1989

In Reply Refer to
File No.:

A.C. Bond, Roadmaster
Grant County
P.O. Box 190
Canyon City, Oregon 97820

Dear Ace,

Re: Itemized statement of Final costs
M.P. 57.00 - John Day/Burns Hwy.
Agreement No. 8159, Contract No. 10133
FAS-C B379, Izee Road

Enclosed is a copy of itemized costs concerning the above subject project.

At long last the nightmare is over and we don't have to look at the astronomical amount of non-participating cost any more.

Special thanks go to Mike Shultz, Rural Programs Coordinator, for bringing the problem to our attention and to Ed Neilsen, Project Manager, who dug up all the reports and made the transfer of charges.

You should be receiving your refund of $623.58 in the future. Ignore any other billings or statements concerning this project.

Sincerely,

Roger

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jb

cc: Mike shultz
Ed Neilsen

PROGRAM SECTION
Manager____ Admin____
Program____ Fiscal____ Local____
MAR 23 1989
Refer To ____
R/D____ D/R____ Act____
Discuss____ File____ Discard____

OREGON 1913 75 1988 YEARS HIGHWAY DIVISION

AN EQUAL OPPORTUNITY EMPLOYER

File

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: MARCH 14, 1989

COUNTY: GRANT AGREEMENT NO: 8159 PROJECT NO: RS-B379(1&2)

CONTRACT NO: 10133 SECTION: M.P. 57.00-John Day/Burns Hwy.

PRELIMINARY ENGINEERING PREFIX C212-1935:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 2,390.93	$ 80.25
Final Design	3,972.73	
Location Section	6.90	
Program Section	60.60	
Region Geology	178.05	
Specifications	1,172.57	
Environmental Section	36.84	
Administrative Services	25.73	
Surface Design Engineer	2,222.25	
Total P.E. Cost	$ 10,066.60	$ 80.25

CONSTRUCTION PREFIX C10133:

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$ 762,298.83	$
SFO 1 & 2 (Stripping)	1,028.99	
Construction Office	1,275.03	
Field Engineering Cost	34,214.39	706.10
Technical Services	842.10	
Program Section	74.12	
Material Testing	9,493.08	
Total Construction Cost	$ 809,226.54	$ 706.10

SUMMARY

Total Participating P.E. Cost		$ 10,066.60
Total Participating Const. Cost		809,226.54
Total Participating Cost		$ 819,293.14
Less Federal Funds:		
P.E. (88.15%)	$ 8,873.71	
Const. (88.15%)	713,333.19	(722,206.90)
Subtotal		$ 97,086.24
Less State Share 1/2 Balance		(48,543.12)
Plus Nonparticipating Eng. Cost		786.35
Less State Share Field Eng. Cost		(353.05)
Less County's Advance Deposits:		
Const. AD #85-50	$ 27,700.00	
Const. AD #85-108	21,900.00	(49,600.00)
REFUND TO COUNTY		$ (623.58)

Thanks to Mike Shultz & Ed Neilsen

MKS:bkw

cy LC Ford
Ed Neilsen

10,133

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: MARCH 14, 1989

COUNTY: GRANT AGREEMENT NO: 8159 PROJECT NO: RS-8379(1&2)

CONTRACT NO: 10133 SECTION: M.P. 57.00-John Day/Burns Hwy.

PRELIMINARY ENGINEERING PREFIX C212-1935:

	PARTICIPATING	NONPARTICIPATING
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Final Design	3,972.73	
Location Section	6.90	
Program Section	60.60	
Region Geology	178.05	
Specifications	1,172.57	
Environmental Section	36.84	
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Const. AD #85-50	$ 27,700.00	
Const. AD #85-108	21,900.00	(49,600.00)
REFUND TO COUNTY		$ (623.58)

MKS:bkw

10,133

1-23-89

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING
SALEM, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE OREGON	FEDERAL AID PROJECT NO. RSB379(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 5/15/85 To: 5/23/88

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$809,932.64	$809,226.54	88.15%	$713,333.19	$713,333.19	$0.00

075

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and nc claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By Assistant Controller *Authorized Officer* 1/23/89 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	M.P. 5700 John Day/Burns Highway Section County Road					
	Construction Roadway Overlay (MP57.0 to MP63.5) Type Code I000					
	Final Contract Payment Summary	Lump Sum			$759,798.83	✓
SFO 1&2	Pavement Striping	All Required			1,028.99	✓
	Total Participating Construction Costs				$760,827.82	
	Construction Engineering					
	State	All Required			$45,898.72	✓
	Final Contract Payment Summary	Lump Sum			2,500.00	
	Total Participating Construction Engineering				$48,398.72	
	Total Participating Costs				$809,226.54	✓
	Non-Participating Project Costs Construction Engineering (State)	All Required			706.10	
	Total Non-Participating Costs				$706.10	
	Total Project Costs				$809,932.64	
	AMOUNT CARRIED FORWARD					

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REPORT NO: FMRP920-1                           OREGON DEPARTMENT OF TRANSPORTATION                               PAGE           1
                                                   FINANCIAL MANAGEMENT SYSTEM                                 RUN 03/07/89 22:10
                                               HSC REPORT WRITER PARAMETERS REPORT

REPORT NUMBER:       0000999   AGENCY: 02   REPORT TYPE: BC
REPORT TITLE:        FINALED PROJECTS JCS
REPORT DESCRIPTION:  M.SHULTS:FINAL PROJ JCS  (86514)

                  DISTRIB   --- EFF DATES ----                                                         NUM
  USER    RPT ID    USER       BEG       END       ACT  FREQ  BI  BC  MEDIA    DEST    COPY

  WAR2    FMRP930   WAR2    02/03/89  99/99/99      Y    D    00  C     H    ALOCAL     01

---- SORT SEQUENCE ----     PAGE      ZERO LINE   DECIMAL POS   PRINT COMMAS   ROUNDING FACTOR
-1- -2- -3- -4- -5- -6-   BREAK LVL    SUPPRESS    AMT   QTY       AMT  QTY        AMT  QTY

19  23  47  46  17            0           Y          2    2          Y    Y          0    0

SELECTION PARAMETERS
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FIELD   LEVEL    FROM VALUE     TO VALUE    FIELD   LEVEL    FROM VALUE     TO VALUE    FIELD   LEVEL    FROM VALUE     TO VALUE
NUMBER  NUMBER  ------------  ------------  NUMBER  NUMBER  ------------  ------------  NUMBER  NUMBER  ------------  ------------

  19            C2121935                      19            C10133                        19            C5151937
  19            C10367

COLUMN  PRINT     HEADING    TC     FM RANGE    AMT/QTY     CALCULATIONS     ----------------- TRANSACTION CODES -----------------
NUMBER  COLUMN  ONE AND TWO  IND  BEGIN  -END-    IND   OPRTR-VALUE-CODE    O FROM TO  O FROM TO  O FROM TO  O FROM TO  O FROM TO

   1      Y     TOTAL PROJ    Y   A 99   R 00      A                        + 100 199  + 400 499  - 620      + 690
                COST
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REPORT NO: FMRP930-1                     OREGON DEPARTMENT OF TRANSPORTATION                    PAGE      1
RRN:          999                            FINANCIAL MANAGEMENT SYSTEM                        RUN 03/07/89 21:21
AGY: 02  RPT TYPE: BC                          FINALED PROJECTS JCS
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL
     CHRG UNIT                                         TOTAL PROJ
 C10133                                                   COST
  000           WICKIUP CR-JOHN DAY/
   010           SUPRV & ADM
    001           REGULAR WORK TIME

     0813          FINAL EST & ENG SUPP                        271.43
     0814          CONTR PMT GRP                               488.35
     0821          QUAL CONTRL GRP                             515.25

****001           REGULAR WORK TIME       TOTAL             1,275.03

    130           STATNY & OFC SUPP EX

     8005          PROJ MGR 8005 REG 5                         913.04

****130           STATNY & OFC SUPP EX    TOTAL               913.04
***010           SUPRV & ADM              TOTAL             2,188.07

   199           WORK DONE FOR OTHERS
    001           REGULAR WORK TIME

     5047          STRIPPING - REGION 5                        327.32

****001           REGULAR WORK TIME       TOTAL               327.32

    440           PAINT THIN PRESERV E

     5047          STRIPPING - REGION 5                        398.92

****440           PAINT THIN PRESERV E    TOTAL               398.92

    550           RENT OF EQT-ASSGN

     5047          STRIPPING - REGION 5                        148.75

****550           RENT OF EQT-ASSGN       TOTAL               148.75
***199           WORK DONE FOR OTHERS     TOTAL               874.99

   899           ACTIV NOT ON SRC DOC
    136           PRINT & REPRO

     0500          ACCOUNTING SECTION                            6.36

****136           PRINT & REPRO           TOTAL                 6.36

    146           FREIGHT AND EXPRESS
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913.04

striping

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REPORT NO: FMRF930-1                            OREGON DEPARTMENT OF TRANSPORTATION                              PAGE     2
RRN:           999                                  FINANCIAL MANAGEMENT SYSTEM                                  RUN 03/07/89 21:21
AGY: 02  RPT TYPE: BC                                  FINALED PROJECTS UCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                          TOTAL PROJ
     CHRG UNIT                                           COST
 C10133
  000          WICKIUP CR-JOHN DAY/
   899          ACTIV NOT ON SRC DOC
    146          FREIGHT AND EXPRESS

     5011         GEOL GRP REG 5                                  20.28
     8067         PROJ MGR 8067 REG 5                             80.75

****146          FREIGHT AND EXPRESS    TOTAL                    101.03

    267          TEMP EASMNT PRMT LIC

     5011         GEOL GRP REG 5                                 290.00

****267          TEMP EASMNT PRMT LIC   TOTAL                    290.00

    450          HARDW & ELEC MATL

     8005         PROJ MGR 8005 REG 5                             40.48

****450          HARDW & ELEC MATL      TOTAL                     40.48

    550          RENT OF EQT-ASSGN

     8215         PTL GEN INSP GRP                                 6.60

****550          RENT OF EQT-ASSGN      TOTAL                      6.60

    555          HWY DIV - DATA ENT

     0521         BILLING SYSTEM                                  20.55
     0531         DATA ENTRY                                       2.37

****555          HWY DIV - DATA ENT     TOTAL                     22.92
***899          ACTIV NOT ON SRC DOC    TOTAL                    467.39

   900          PROJ ENG FLD OFC
   001           REGULAR WORK TIME

     5000         REGION 5                                       679.14
     5011         GEOL GRP REG 5                                 767.17
     8002         PRJ MGR 8002 METR RE                            70.71
     8005         PROJ MGR 8005 REG 5                          3,722.95
     8007         PROJ MGR 8007 REG 2                            194.70
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Project MANAGER
467.39

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  EA
   SUBJOB
    ACTIVITY
     OBJ DETL
      CHRG UNIT                                            TOTAL PROJ
                                                              COST
  C10133
   000          WICKIUP CR-JOHN DAY/
    900          PROJ ENG FLD OFC
     001          REGULAR WORK TIME

      8036         PROJ MGR 8036 REG 5                         777.93
      8045         PROJ MGR 8045 REG 2                         132.30
      8052         PROJ MGR 8052 REG 5                       1,298.62
      8067         PROJ MGR 8067 REG 5                      13,476.81

 ****001          REGULAR WORK TIME      TOTAL              21,120.33

     030          OVERTIME

      8052         PROJ MGR 8052 REG 5                         384.88
      8067         PROJ MGR 8067 REG 5                       2,143.62

 ****030          OVERTIME               TOTAL               2,528.50

     032          COMPEN TIM EARN

      8067         PROJ MGR 8067 REG 5                         637.14

 ****032          COMPEN TIM EARN        TOTAL                 637.14

     100          IN-ST TRVL MEAL & MI

      5011         GEOL GRP REG 5                               46.00
      8067         PROJ MGR 8067 REG 5                         141.00

 ****100          IN-ST TRVL MEAL & MI   TOTAL                 187.00

     102          IN-ST TRVL LODG & RM

      5011         GEOL GRP REG 5                               50.00
      8C67         PROJ MGR 8067 REG 5                         156.00

 ****102          IN-ST TRVL LODG & RM   TOTAL                 206.00

     106          IN-ST TRVL PER DIEM

      5011         GEOL GRP REG 5                               48.00
      8005         PROJ MGR 8005 REG 5                         839.45
      8052         PROJ MGR 8052 REG 5                         809.88
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                                 TOTAL PROJ
     CHRG UNIT                                                  COST
 C10133
  000          WICKIUP CR-JOHN DAY/
   900          PROJ ENG FLD OFC
    106          IN-ST TRVL PER DIEM

     8067         PROJ MGR 8067 REG 5                           1,520.75

****106          IN-ST TRVL PER DIEM    TOTAL                   3,218.08

    130          STATNY & OFC SUPP EX

     8005         PROJ MGR 8005 REG 5                             492.42
     8067         PROJ MGR 8067 REG 5                              41.75

****130          STATNY & OFC SUPP EX   TOTAL                     534.17

    134          PHOT/VID SUPP & FLM

****134          PHOT/VID SUPP & FLM    TOTAL                        .00

    136          PRINT & REPRO

     8005         PROJ MGR 8005 REG 5                               2.50

****136          PRINT & REPRO          TOTAL                       2.50

    138          POSTAGE

     8005         PROJ MGR 8005 REG 5                              39.00

****138          POSTAGE                TOTAL                      39.00

    146          FREIGHT AND EXPRESS

     8005         PROJ MGR 8005 REG 5                               3.22
     8067         PROJ MGR 8067 REG 5                              14.09

****146          FREIGHT AND EXPRESS    TOTAL                      17.31

    150          PH TOLL CHG

     5013         ASSUR SPEC REG 5                                  2.81
     8067         PROJ MGR 8067 REG 5                             166.95
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL
     CHRG UNIT                                          TOTAL PROJ
 C10133                                                    COST
  000          WICKIUP CR-JOHN DAY/
   900          PROJ ENG FLD OFC
    150          PH TOLL CHG

****150         PH TOLL CHG            TOTAL                 169.76

    199         DATA PROC EQT CHG

     5000        REGION 5                                     88.08

****199         DATA PROC EQT CHG      TOTAL                  88.08

    260         RNT OR LEAS BLDG OFC

     8005        PROJ MGR 8005 REG 5                         212.50

****260         RNT OR LEAS BLDG OFC   TOTAL                 212.50

    278         ELECTRICAL SERVICE

     8067        PROJ MGR 8067 REG 5                          65.00

****278         ELECTRICAL SERVICE     TOTAL                  65.00

    438         WOOD LMBR PILG POST

     8005        PROJ MGR 8005 REG 5                          50.00

****438         WOOD LMBR PILG POST    TOTAL                  50.00

    440         PAINT THIN PRESERV E

     8005        PROJ MGR 8005 REG 5                          93.72

****440         PAINT THIN PRESERV E   TOTAL                  93.72

    450         HARDW & ELEC MATL

     8005        PROJ MGR 8005 REG 5                         109.95

****450         HARDW & ELEC MATL      TOTAL                 109.95

    470         SH & FLD SUPP
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                              TOTAL PROJ
     CHRG UNIT                                               COST
 C10133
  000          WICKIUP CR-JOHN DAY/
   900          PROJ ENG FLD OFC
    470          SH & FLD SUPP

     8005         PROJ MGR 8005 REG 5                                537.04
     8067         PROJ MGR 8067 REG 5                                233.90

****470          SH & FLD SUPP            TOTAL                      770.94

    472          BLDG MATL NOT OTHRWI

     8005         PROJ MGR 8005 REG 5                                128.86

****472          BLDG MATL NOT OTHRWI     TOTAL                      128.86

    492          TRANS OF EQT

     8005         PROJ MGR 8005 REG 5                                219.80
     8067         PROJ MGR 8067 REG 5                                384.80

****492          TRANS OF EQT             TOTAL                      604.60

    548          RENT OF EQT-POOL

     8067         PROJ MGR 8067 REG 5                                 19.50

****548          RENT OF EQT-POOL         TOTAL                       19.50

    550          RENT OF EQT-ASSGN

     5011         GEOL GRP REG 5                                      54.40
     8005         PROJ MGR 8005 REG 5                                176.40
     8052         PROJ MGR 8052 REG 5                                215.80
     8067         PROJ MGR 8067 REG 5                                 52.40

****550          RENT OF EQT-ASSGN        TOTAL                      499.00

    574          INSP/TST-SERV. & SUP

     8005         PROJ MGR 8005 REG 5                                513.78

****574          INSP/TST-SERV. & SUP     TOTAL                      513.78
***900          PROJ ENG FLD OFC          TOTAL                   31,815.72

   901          PROJ ENG CONSUL
    001          REGULAR WORK TIME
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                      TOTAL PROJ
     CHRG UNIT                                       COST
 C10133
  000           WICKIUP CR-JOHN DAY/
   901           PROJ ENG CONSUL
    001            REGULAR WORK TIME

     7200           SPECIFICATIONS UNIT                          273.06

****001            REGULAR WORK TIME      TOTAL                  273.06

    504            ODOT-  BLPRT SVC

     7440           DSIGN UNIT 2 BRG                               2.28

****504            ODOT-  BLPRT SVC       TOTAL                    2.28
***901           PROJ ENG CONSUL          TOTAL                  275.34

   905           FINAL DSIGN FOR PROJ
    504            ODOT-  BLPRT SVC

     7363           TECH DSIGN CREW                                5.30

****504            ODOT-  BLPRT SVC       TOTAL                    5.30
***905           FINAL DSIGN FOR PROJ     TOTAL                    5.30

   908           ENGINEERING GEOLOGY
    001            REGULAR WORK TIME

     5011           GEOL GRP REG 5                               189.82

****001            REGULAR WORK TIME      TOTAL                  189.82
***908           ENGINEERING GEOLOGY      TOTAL                  189.82

   920           PROJECT PROGRAMMING
    001            REGULAR WORK TIME

     0612           STATS & CSH FLO GRP                           37.06
     0631           FEDERAL AID GROUP                             37.06

****001            REGULAR WORK TIME      TOTAL                   74.12
***920           PROJECT PROGRAMMING      TOTAL                   74.12

   921           PREP SPECF & EST PRJ
    001            REGULAR WORK TIME
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REPORT NO: FMRP930-1                        OREGON DEPARTMENT OF TRANSPORTATION                     PAGE      8
RRN:           999                             FINANCIAL MANAGEMENT SYSTEM                          RUN 03/07/89 21:21
AGY: 02  RPT TYPE: BC                            FINALED PROJECTS JCS

 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                          TOTAL PROJ
     CHRG UNIT                                           COST
 C10133
  000         WICKIUP CR-JOHN DAY/
   921         PREP SPECF & EST PRJ
    001         REGULAR WORK TIME

     7200        SPECIFICATIONS UNIT                               328.64

****001         REGULAR WORK TIME      TOTAL                       328.64

    504         ODOT-  BLPRT SVC

     0100        ST HWY ENG                                         43.00

****504         ODOT-  BLPRT SVC       TOTAL                        43.00
***921         PREP SPECF & EST PRJ    TOTAL                       371.64

   934         GEOTECH INVEST
    001         REGULAR WORK TIME

****001         REGULAR WORK TIME      TOTAL                          .00
***934         GEOTECH INVEST          TOTAL                          .00

   940         MATERIALS TESTING
    001         REGULAR WORK TIME

     8214        PTL CONC CREW                                     270.56
     8221        OFFICE GROUP                                       31.52

****001         REGULAR WORK TIME      TOTAL                       302.08

    551         HWY DIV. - MATL TST

     5011        GEOL GRP REG 5                                  2,520.00
     8005        PROJ MGR 8005 REG 5                             1,890.00
     8067        PROJ MGR 8067 REG 5                             4,781.00

****551         HWY DIV. - MATL TST    TOTAL                     9,191.00
***940         MATERIALS TESTING       TOTAL                     9,493.08
**000         WICKIUP CR-JOHN DAY/     TOTAL                    45,755.47

  001         WICKIUP CR-JOHN DAY/
   900         PROJ ENG FLD OFC
    001         REGULAR WORK TIME
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                          TOTAL PROJ
     CHRG UNIT                                           COST
 C10133
  001          WICKIUP CR-JOHN DAY/
   900          PROJ ENG FLD OFC
    001          REGULAR WORK TIME

     8067         PROJ MGR 8067 REG 5                           197.27

****001          REGULAR WORK TIME      TOTAL                  197.27

    030          OVERTIME

     8067         PROJ MGR 8067 REG 5                           464.37

****030          OVERTIME               TOTAL                  464.37

    032          COMPEN TIM EARN


****032          COMPEN TIM EARN        TOTAL                     .00

    106          IN-ST TRVL PER DIEM


****106          IN-ST TRVL PER DIEM    TOTAL                     .00

    130          STATNY & OFC SUPP EX


****130          STATNY & OFC SUPP EX   TOTAL                     .00

    132          SOFTW & PERIPH EQT &

     8005         PROJ MGR 8005 REG 5                             1.76

****132          SOFTW & PERIPH EQT &   TOTAL                    1.76

    136          PRINT & REPRO


****136          PRINT & REPRO          TOTAL                     .00

    150          PH TOLL CHG


****150          PH TOLL CHG            TOTAL                     .00

    151          PH & GRAPH SVC CHG
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                              TOTAL PROJ
     CHRG UNIT                                               COST
 C10133
  001          WICKIUP CR-JOHN DAY/
   900          PROJ ENG FLD OFC
    151          PH & GRAPH SVC CHG

****151          PH & GRAPH SVC CHG     TOTAL                        .00

    270          DISPOSAL SERVICES

     0900         MAINTENANCE ENGINEER                             14.70

****270          DISPOSAL SERVICES      TOTAL                      14.70

    278          ELECTRICAL SERVICE

****278          ELECTRICAL SERVICE     TOTAL                        .00

    456          SMALL TOOL PURC

     8005         PROJ MGR 8005 REG 5                              83.89-

****456          SMALL TOOL PURC        TOTAL                      83.89-

    470          SH & FLD SUPP

     8005         PROJ MGR 8005 REG 5                              83.89

****470          SH & FLD SUPP          TOTAL                      83.89

    548          RENT OF EQT-POOL

****548          RENT OF EQT-POOL       TOTAL                        .00

    550          RENT OF EQT-ASSGN

     5011         GEOL GRP REG 5                                   28.00

****550          RENT OF EQT-ASSGN      TOTAL                      28.00

    566          REPR TO EQT - OFC EQ
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REPORT NO: FMRP930-1                              OREGON DEPARTMENT OF TRANSPORTATION                    PAGE     11
RRN:             999                                FINANCIAL MANAGEMENT SYSTEM                          RUN 03/07/89 21:21
AGY: 02  RPT TYPE: BC                                 FINALED PROJECTS JCS
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL
     CHRG UNIT                                      TOTAL PROJ
C10133                                                 COST
  001          WICKIUP CR-JOHN DAY/
   900           PROJ ENG FLD OFC
    566            REPR TO EQT - OFC EQ

****566            REPR TO EQT - OFC EQ   TOTAL               .00
***900           PROJ ENG FLD OFC         TOTAL            706.10
**001          WICKIUP CR-JOHN DAY/       TOTAL            706.10

  010          WICKIUP CR-JOHN DAY/
   199           WORK DONE FOR OTHERS
    106            IN-ST TRVL PER DIEM

****106            IN-ST TRVL PER DIEM    TOTAL               .00

***199           WORK DONE FOR OTHERS     TOTAL               .00
**010          WICKIUP CR-JOHN DAY/       TOTAL               .00

  011          WICKIUP CR-JOHN DAY/
   199           WORK DONE FOR OTHERS
    106            IN-ST TRVL PER DIEM

     5047           STRIPPING - REGION 5                   154.00

****106            IN-ST TRVL PER DIEM    TOTAL            154.00
***199           WORK DONE FOR OTHERS     TOTAL            154.00

   899           ACTIV NOT ON SRC DOC
    300            FORM CONTR CONSTR RT

     8067           PROJ MGR 8067 REG 5                762,298.83

****300            FORM CONTR CONSTR RT   TOTAL        762,298.83

    302            RETAIN ON CONTR OR A

****302            RETAIN ON CONTR OR A   TOTAL               .00
***899           ACTIV NOT ON SRC DOC     TOTAL        762,298.83

   900           PROJ ENG FLD OFC
    548            RENT OF EQT-POOL
```

Striping

payment to contractor

```
 EA
  SUBJOB
   ACTIVITY
    OBJ DETL                                        TOTAL PROJ
     CHRG UNIT                                         COST
 C10133
  011          WICKIUP CR-JOHN DAY/
   900          PROJ ENG FLD OFC
    548          RENT OF EQT-POOL

     8067         PROJ MGR 8067 REG 5                         140.40

****548          RENT OF EQT-POOL       TOTAL                 140.40

    550          RENT OF EQT-ASSGN

     8067         PROJ MGR 8067 REG 5                         537.60

****550          RENT OF EQT-ASSGN      TOTAL                 537.60
***900          PROJ ENG FLD OFC       TOTAL                 678.00

   905          FINAL DSIGN FOR PROJ
    001          REGULAR WORK TIME

     7300         FINAL DESIGN UNIT                            30.80

****001          REGULAR WORK TIME      TOTAL                  30.80
***905          FINAL DSIGN FOR PROJ   TOTAL                  30.80
**011          WICKIUP CR-JOHN DAY/   TOTAL              763,161.63
*C10133                               TOTAL              809,623.20
```

10,133

STATE OF OREGON **INTEROFFICE MEMO**
450 S. First Place, Hermiston, Oregon 97838
Phone (503) 567-1423

TO: Dave
Accounting

DATE: November ~~28~~ 30, 1988
File: C10133

SUBJECT: C10133 Izee Rd MP 57
Request for transfer of cost distribution

On my October 10, 1988 memo, I requested your help in finding the source to transfer charges for crew 02-8067 as per the above expenditure account number and the following:

C10133-001-900-001 Amount $399.45

As per our phone conversation of this date, the hours and amount recorded on my transfer dated 10-4-88, Page 6, reference code 543929368 was in error (recorded as quantity 40 and amount $399.46) and should have been recorded as quantity 80 amount $798.91. With my verbal approval it was agreed that you would change this entry to reflect the proper quantity and amount.

We also discussed, as indicated in my October 10, 1988 memo the source of:

C10133-001-900-030 Amount $105.33

First, it was indicated that on request dated 10-4-88, page 3, amount 123.18; page 5, amount 87.91; page 7, amount 117.99 were showing on the fiche as 0.00 dollars. Second, it was indicated that the fiche showed quantity 40.5 amount $434.41 on this object detail that had not been recorded on my request for transfer of cost distribution.

In summary, the following has occurred:

Object Detail 001

requested help to find	$399.45
recorded in error	$399.46-quantity 40
total to be corrected	$798.91
verbally okay'd and corrected	$798.91-quantity 80
amount left to be found	$ 0.00

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
DEC 1988
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

☐ RE ☐ RCF ☐ RME ☐ ROE
☒ OFA NOV 30 1988 ☐
RECEIVED
REGION 5 OFFICE

Cy. Mike Sheltz

Object Detail 030

requested help to find		$105.33	
amounts listed as $0.00 on fiche-			
10-4-88 request-	pg 3	$123.18	
	pg 5	$ 87.91	
	pg 7	$117.99	
total to be corrected		$434.41	
submitted request dated 11-28-88		$434.41	quantity 40.5
amount left to be found		$ 0.00	

Your aid in obtaining and processing this information is appreciated.

Sincerely,

Nell Roberts

Nell Roberts
Tech 1, Off. Mgr.
for Ed Neilsen
Project Mgr.

cc: file
Roger Lang-Region 5
Gardner

NR/nr

cy. Mike Shultz

11/30

Nell,

Thanks so much for your efforts and all those involved in getting this account with Grant County corrected.

Region is well aware of the hours involved in correcting engineering changes on this project. Lets hope we never have to do it again!

Roger

Oregon Department of Transportation
HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

DATE OF REQUEST 11-28-88

REFERENCE DATE, VOUCHER NO., DESCRIP.	AGY.	TRAN. CODE	CURRENT DOCUMENT NO.	DOCUMENT DATE	EXPENDITURE ACCOUNT	SUB JOB	ORG. UNIT	ACTIVITY	OBJECT DETAIL	QUANTITY	AMOUNT	REV.	REFERENCE CODE	MSA
PR06816	02	151			CJ0133	000	8067	900	030	40.5	434.41		543929368	
062486 P522	02	151		[illegible]	CJ0133	001	8067	900	031	40.5	[illegible]	R	[illegible]	
												R		
												R		
												R		
												R		
												R		
												R		
									TOTAL		TOTAL			

REASON FOR REQUEST Original document was coded non participating (001). It should have been coded participating (000).

Nell Roberts 567-1423
(PREPARED BY)

(APPROVED BY)

734-1087 (1-87)

jc cc: OSHD (D. Forbes)

STATE COPY 10133

RECEIVED
STATE HWY ENGR
MAY 25 '88
REFER TO
5/31 cc Construction
FOR
Info Inves R/D D/R Sign Act File

em

J

10,155

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Grant	DIVISION Oregon
DATE OF REPORT May 12, 1988	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-B379(2)
COMPLETION DATE (Actual) June 18, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY July 28, 1987	TIME ELAPSED 76 %	CONTRACT TIME July 31, 1986

LOCATION M.P. 57-John Day/Burns Highway Section of FAS B379 (Izee Rd.-Brush Ranch Rd.) about 17.75 miles south of John Day.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construct asphalt concrete pavement overlay including asphalt tack coat.

   B. Furnish and place aggregate shoulder material.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Bob Angell, Inc.

3. Contract Amount: $762,298.83

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

D. R. ADAMS

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 5/19/88	TITLE District Engineer	DATE 5/23/88

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

October 22, 1987

Industrial Indemnity Co. of the
Northwest & Industrial Indemnity Co.
708 SW 3rd - Suite 400
Portland, OR 97204

CON 5 - #10,133

On August 7, 1987, we wrote to you concerning release of final payment on Contract No. 10,133 awarded to Bob Angell, Inc. for work on the M.P. 57.00-John Day/Burns Highway on FAS B379 (Izee Rd.-Brush Ranch Rd.) in Grant County.

The total contract amount is $762,298.83. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Bob Angell, Inc.
641 Sixth Avenue
Eastside, OR 97420

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10,133

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10133

TO: Commission Services

DATE: July 28, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10133, On Site Work Substantially Completed June 18, 1986

All Work Completed October 3, 1986

Project M.P. 57.00-John Day/Burns Hwy.

Highway FAS B379 (Izee Rd.-Brush Ranch Rd.)

County Grant

Type of Work Paving

Contractor Bob Angell, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-7-87 - Surety letter written.

RECEIVED
JUL 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

10,133

1-14-87

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RSB-379(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 6/20/84 To: 5/14/85

FINANCIAL DATA

079

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
10,146.85	10,066.60	.8815	8,873.71	8,873.71	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY Oregon *State Highway Agency*

By Acting Controller *Authorized Officer* 1/14/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	WICKIUP CREEK - JOHN DAY/BURNS HIGHWAY SECTION GRANT COUNTY ROAD					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$10,066.60	
	Non Participating Project Cost					
	State	All Required			$ 80.25	
	TOTAL PROJECT COST				**$10,146.85**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 1/15/87.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985        PAGE  943
                                                                            FISCAL          GRAND TOTAL
      DESCRIPTION          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                           212    1935      298      00 N 9    2,462.03       2,448.97        2,448.97
                           212    1935      901      00 P 1                   2,182.60        2,182.60
                           212    1935      901      00 N 1                      80.25           80.25
                           212    1935      905      00 P 1       30.80       4,000.53        4,000.53
                           212    1935      910      00 P 1                     178.05          178.05
                           212    1935      918      00 P 1                       6.90            6.90
                           212    1935      920      00 P 1                      60.60           60.60
                           212    1935      921      00 P 1      386.44       1,172.57        1,172.57
                           212    1935      922      00 P 1                      25.73           25.73
                           212    1935      923      00 P 1                      36.84           36.84
                           212    1935      933      00 P 1                   2,222.25        2,222.25
                           212    1935      950      00 P 1                     115.93          115.93
                                            TOT      P1          417.24      10,002.00       10,002.00
                                            TOT      N1                          80.25           80.25
                                        ** JOB TOTALS **         417.24  **  10,082.25  **   10,082.25  **

  FOLEY SLOUGH (FRY LANE) BR      CONT NO     * FA PROJ NOS BROS1300003 100                               STATE
                           213    1905      296      00 N 9                     234.01       13,447.56CR
                           213    1905      297      00 N 9                     234.01CR      2,465.99
                           213    1905      298      00 N 9                                  10,981.57
                           213    1905      901      00 P 1                                   4,892.23
                           213    1905      901      00 N 1                                       3.40
                           213    1905      905      00 P 1                                     714.43
                           213    1905      918      00 P 1                                   1,331.98
                           213    1905      920      00 P 1                                     111.80
                           213    1905      921      00 P 1                     654.26CR        500.00
                           213    1905      922      00 P 1                                      48.08
                           213    1905      923      00 P 1                                      64.95
                           213    1905      926      00 P 1                                   4,336.01
                           213    1905      926      00 N 1                                      39.09
                           213    1905      926      01 P 1                                     118.03
                           213    1905      927      00 P 1                                     955.19
                           213    1905      929      00 P 1                     654.26          654.26
                                            TOT      P1                                      13,726.96
                                            TOT      N1                                          42.49
                                        ** JOB TOTALS **                 **              **  13,769.45  **

  SILVIES RIV(HOTCHKISS) BR       CONT NO     * FA PROJ NOS BROS1300005 100                               STATE
                           213    1909      296      00 N 9                   5,011.84CR     16,181.35CR
                           213    1909      298      00 N 9                   5,011.84       16,181.35
                           213    1909      901      00 P 1                   2,038.26        7,810.96
                           213    1909      901      00 N 1                                     197.72
                           213    1909      905      00 P 1                     605.17        1,806.07
                           213    1909      906      00 P 1                     229.70          598.51
                           213    1909      918      00 P 1                                     378.62
                           213    1909      921      00 P 1                     791.11          791.11
                           213    1909      922      00 P 1                      42.74           42.74
```

1/31/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2121935	000		267	5011	
C2121935	000		267	5011	
C2121935	000		267		
C2121935	000		504	0100	
C2121935	000		504	0100	
C2121935	000		504	7000	
C2121935	000		504	7000	
C2121935	000		504		
C2121935	000				
C2121935	000	905	130	7300	
C2121935	000	905	130	7300	
C2121935	000	905	130		
C2121935	000	905			
C2121935	000	908	001	5011	
C2121935	000	908	001	5011	
C2121935	000	908	001		
C2121935	000	908			
C2121935	000	921	001	7200	
C2121935	000	921	001	7200	
C2121935	000	921	001		
C2121935	000	921	504	0100	
C2121935	000	921	504	0100	
C2121935	000	921	504		
C2121935	000	921			
C2121935	000				
C2121935	011	905	001	7300	
C2121935	011	905	001	7300	
C2121935	011	905	001		
C2121935	011	905			

```
         JOB COST SUMMARY                                                        PAGE       9
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED

        CREW      MSA              CURRENT                    BALANCE TO
TAIL   NUMBER    FIELD              MONTH                        DATE

        5011                                   .00                         .00
        5011                                   .00                         .00

                                               .00                         .00

        0100                                   .00                       53.15
        0100                                   .00                       53.15

        7000                                   .00                       39.25
        7000                                   .00                       39.25

                                               .00                       92.40

                                               .00                       92.40

        7300                                   .00                        3.00
        7300                                   .00                        3.00

                                               .00                        3.00

                                               .00                        3.00

        5011                                   .00                         .00
        5011                                   .00                         .00

                                               .00                         .00

                                               .00                         .00

        7200                                   .00                         .00
        7200                                   .00                         .00

                                               .00                         .00

        0100                                   .00                         .00
        0100                                   .00                         .00

                                               .00                         .00

                                               .00                         .00

                                               .00                       95.40

        7300                                   .00                       30.80-
        7300                                   .00                       30.80-

                                               .00                       30.80-

                                               .00                       30.80-
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1/31/87                                                          JOB COST SUMMARY
                                                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
                                                          PAYROLL CHARGES ARE LOADED

                                                                 CREW        MSA
              EA       SUBJOB   ACTIVITY   OBJ-DETAIL   NUMBER      FIELD

          C2121935      011

          C2121935
```

JOB COST SUMMARY
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
			.00	30.80-
			.00	64.60

/ 155

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION OJECTS

WEEK ENDING	
PROJECT NAME (SECTION)	
CONTRACT NO	June 28, 1986
HIGHWAY	MP 57 - John Day/Burns Hwyu
COUNTY	
F A PROJECT NO	10133
CONTRACTOR	FAS 8379
KIND OF WORK	Grant
DATE OF AWARD	RS-8379(2)
FIRST NOTIFICATION DATE	Sept. 27, 1985
ESTIMATED DATE OF COMPLETION, OR	Feb. 6, 1986
SECOND NOTIFICATION DATE AND	July 31, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE	

PROJECT AUTHORIZATION		ENGINEERING Paving	
CURRENT AUTHORIZATION Bob Angell Inc.		AUTHORIZATION	$
		COST THIS WEEK	$
ESTIMATED PROJECT COST	$ 826,179.04	TOTAL TO DATE	$ 65,511.99
			2,438.14
ESTIMATED PERCENT OVERRUN/UNDERRUN	826,179.04 %	PERCENT OF AUTHORIZATION	21,345.25 %

CONTRACT TIME UNIT XXXX	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS 0	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNDER ON TIME 82
FIX	07/31/86	0	0	0	yes
	/ /	0	0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: WORKERS:

PERCENT CONTRACT WORK COMPLETED 1 10 %

CONTRACT STATUS /	/ GRADING 0	BASE 0	PAVING 0	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES /	0	0	0			50
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE	0	600 tn	19,630 tn			
PERCENT PERFORMED TO DATE	0	600 tn	19,630 tn			
ACTIVITIES THIS WEEK:	0	0 tn	15,665 tn			
	0	0	79	0	0	0

Finished placing shoulder rock.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Overtime this week: None

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Michael J. Gardner

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

Michael J. Gardner

N

October 11, 1985

CON 5 - 10,133

Bob Angell, Inc.
641 Sixth Avenue
Eastside, OR 97420

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,133 for paving on the M.P. 57.00-John Day/Burns Highway Section of FAS B379 (Izee Rd.-Brush Ranch Rd.) in Grant County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company of the Northwest &
Industrial Indemnity Company
708 S. W. Third Avenue, Suite 400
Portland, OR 97204

Industrial Indemnity Company of the Northwest &
Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Michael Gardner

PHONE 267-2057
269-9474

Bob Angell, Inc.
EXCAVATING CONTRACTORS

ROAD & STREET CONSTRUCTION - CRUSHING - ROCKING - HAULING

641 6TH AVENUE
P. O. BOX 4288
EASTSIDE, OREGON 97420

Sept. 20,1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

ATTN:Mr. Gormson

RE:M.P. 57.00-John Day/Burns Hwy.

Mr. Gormson:

Please find below our subcontractor fullfilling the contract requirements on the above referenced project in regards to DBE contract goals:

Mark Colton Backhoe and Concrete Service-DBE
606 Gunderson Heights
North Bend, Oregon 97459

Item	4	Temporary signs 515 s.f. @ $8.00/s.f.	$ 4,120.00
	6	Flaggers 250 hr. @ $12.00/hr.	3,000.00
	7	Pilot car 100 hr. @ $40.00/hr.	4,000.00
	8	Aggregate shoulders-haul & place 600 ton @ $7.75/ton	4,650.00
		Total amount to be subcontracted	$15,770.00

Sincerely:

Gary W. Angell-V.P.

RECEIVED
SEP 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

10,133

STATE COPY N

TO BE COMPLETED BY FHWA 10-51	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 12-2-85	STATE Oregon COUNTY Grant PROJECT NO. RS-B379(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. "M.P. 57.00 - John Day/Burns Highway Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8/28/85	6.5

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 826,179.00	$ 728,276.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXXFor: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 8 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 4, 1985

Federal Aid Project No. RS-B379(2)

M.P. 57.00 - John Day/Burns Highway Section
County Road
Grant County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway Overlay (M.P. 57.0 to M.P. 63.5)

Furnishing Field Laboratory	Each	1	2,500.00	$ 2,500.00
Mobilization	Lump Sum	All	Lump Sum	56,260.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	24,630.00
Temporary Signs	Sq. Ft.	515	8.00	4,120.00
Temporary Barricades	Each	2	75.00	150.00
Flaggers	Hour	250	12.00	3,000.00
Pilot Car	Hour	100	40.00	4,000.00
Aggregate Shoulders	Ton	600	12.00	7,200.00
Class "C" Asphalt Concrete Mixture	Ton	19,630	16.00	314,080.00
Asphalt Cement in Mixture	Ton	1,180	206.00	243,080.00
Hydrated Lime in Mixture	Ton	196	265.00	51,940.00
Asphalt in Tack Coat	Ton	30	225.00	6,750.00
Extra for Asphalt Approaches	Each	10	250.00	2,500.00
				$ 720,210.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 3,601.05
Permanent Pavement Striping	All Required	2,270.00
Temporary Pavement Striping	All Required	1,830.00
		$ 7,701.05
	Subtotal	$ 727,911.05
	Engineering	98,267.95
	Total	$ 826,179.00

Length of Project ------------------ 6.5 miles
Cost of Roadway Per Mile ----------- $127,104.46

Federal Funds (88.15%)	$ 728,276.00
State Funds	48,951.50
County Funds	48,951.50
TOTAL	$ 826,179.00

Group 1: 100%
Contract No. 10133
Prefix: 212-1935 P.E.
C10133

RLC:me

10,133

September 24, 1985

PRO

The Honorable Lorene Allen
Judge, Grant County Court
P.O. Box 234
Canyon City, OR 97820

Dear Judge Allen:

SUBJECT: M.P. 57.00-John Day/Burns Hwy. Section
Izee Road, FAS B379
Project No. RS-B379(2)

On September 19, 1985 the State Highway Division received a satisfactory bid from Bob Angell, Inc., P.O. Box 4288, Eastside, OR 97420 on the subject project.

This project is a Federal Aid Secondary Project. And, as per our Agreement No. 8159, the County is requested to deposit the balance of their share of the remaining construction cost as computed below:

Contractor's Bid	$720,210.00
Anticipated Items	7,701.05
SUBTOTAL	$727,911.05
Contingencies (4 1/2%)	32,756.00
Engineering (9%)	65,511.99
TOTAL CONSTRUCTION COST	$826,179.04
Estimated P.E. Cost	10,500.00
Less Federal Funds (88.15%)	(737,532.57)
Less State Share 1/2 Balance	(49,573.24)
Less Advance Deposit #85-50	(27,700.00)
BALANCE DUE FROM COUNTY	$ 21,873.23
REMAINING ADVANCE DEPOSIT	$ 21,900.00

In a August 21, 1984 letter from the Association of Oregon Counties (AOC) you received approval to accumulate your FAS-C funds beyond the 3 years outlined in the FAS-C Guidelines. Based on this request to AOC, we are allocating your accumulated FAS-C balance and advancing your next three years allocation to finance the project.

CK
RECEIVED
10-17-85
MKS

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $21,900 by October 11, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:pf
Attachments

cc: Bill Penhollow, ADC

bcc w/AD #85-108: Roger Lang, Region 5
Vern Skoog-Please return AD #85-108 when advance deposit is received.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B379(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 40224

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
August 28, 1985	Secondary B379	County Road

10. GENERAL LOCATION:
M. P. 57.00 - John Day/Burns Highway

11. GENERAL DESCRIPTION OF WORK
Revised Construction Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 8-26-85 the revised costs for construction are approved for a TEC of $769,000 - Federal Funds $677,873.

(Increase TEC $49,000 - F.F. $43,193. Project is being re-advertised for 9-19-85 Bid opening.)

RECEIVED
STATE HWY ENGR
SEP -9 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
9/10

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/6/85	G. K. Hossna	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,133

GRANT COUNTY COURT
COURTHOUSE
CANYON CITY, OR 97820
503-575-0059

22 August 1985

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RPA AUG 23 1985 ☐
RECEIVED
REGION 5 OFFICE

Roger Lang
Region 5 FAS Specialist
Highway Division
Box 850
LaGrande, Oregon 97850

Dear Roger,

This will confirm our telephone conversation of yesterday concerning funding for the FAS project on the Izee Road, FAS B379.

The Court chose to go with the alternate method of funding for this project. This is a contribution of 82% Federal Funds, 9% each for state and County, with the County share computed at $69,207.68. We understand that the bid may be let slightly higher.

Thank you for all your help.

Very truly yours,

Lorene Allen

Lorene Allen
County Judge

cc: Mike Shultz
Cliff Lauf

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 23 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,133

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone: 963-3177

In Reply Refer to
File No.:

August 19, 1985

Honorable Lorene Allen
Grant County Judge
P. O. Box 234
Canyon City, OR. 97820

Re: M.P. 57.00 - John Day/Burns Sec.
FAS B379 (Izee Road)
FAS-C Project

Dear Judge Allen:

The following information concerning the Engineer's Estimate for the above subject project is CONFIDENTIAL and I trust the Court will conduct the discussions in Executive Session:

Estimated Contract Amount	$670,060.00
Additional items, striping, temp. striping, EEO/Labor compliance	7,450.30
SUB TOTAL	$677,510.30
Contingencies @ 4½%	30,487.96
Engineering @ 9%	60,975.92
Estimated Net Authorization	$768,974.18

Estamate available FAS funds is $648,072.00 divided by 88%.

Maximum Participating	$736,445.45
County Share @ 6%	44,186.72
State Share @ 6%	44,186.73
100% County Funds	32,528.73
Total County Obligation	$76,715.45

Alternate method of funding this project would be to use 82% Federal funds with 9% County and 9% State which would result in the following:

Estimated Net Authorization	$768,974.18
Federal Funds @ 82%	630,558.83
County Share @ 9%	69,207.67
State Share @ 9%	69,207.68

Net results of this method is that all of the contract items would be participating and would result in an estimated savings of $7,507.77.

The reason I'm explaining this is because if a contractor is within acceptable limits of the Engineers Estimate, ten percent (10%), we would probably be obligated to accept the bid proposal.

I will be in the court chamber to answer any questions you may have concerning this matter.

Sincerely,

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/ds

cc: Gary A. Potter
Mike Shultz

10,133

8-15-85

Section M.P. 57.00 - John Day/Burns Hwy. Sec. Programming Estimate $ 735,000

Highway EAS. B379 (Izee Rd. - Brush Ranch Rd.) Project Length 6.5 miles

County Grant Completion Time

Kind of Work Paving Est. Comp. Date NOT LATER THAN July 31, 1986

Prefix C212-1935 Letting Date September 19, 1985 Project No. BS-B379(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ 670,060 -

Anticipated Additional Items:	
Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	2,270^{00}
Temporary Pavement Striping	1,830^{00}
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	3,350^{30}
Adjust Utilities:	

Total Anticipated Items $ 7,450.30

Subtotal $ 677,510.30

Contingencies (4-1/2%) 30,487.96

Engineering (8, [✓ 9], 10%) 60,975.92

Subtotal $ 768,974.18

Credit for ____________ . . . .

Estimated Net Authorization, Construction . . . . $ 768,974^{18}

APPROVED

8/15/85

1:32 PB

Road Design Engineer

Rev. 7/85

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Wickiup Cr. - John Day / Burns Hwy. Sec.				COUNTY GRANT		SHEET OF 1
KIND OF WORK PAVING		KEY NUMBER		LENGTH 6.5Mi	DATE 5-6-85	NAME Leroy Churchill

NO.	ITEM 8-13-85	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. ~~5-7-85~~					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING ~~6-6-85~~ 9-19-85					
1	Furnishing Field Laboratory		Each	1	-	2,000
2	Mobilization			All	-	40,000
3	Temporary Protection and Direction of Traffic			All		10,000 -
4	Temporary Signs		Sq. Ft.	515	8.00	4,120.00
5	Temporary Barricades		Each	2	70.00	140.00
6	Flaggers		Hour	250	15	3750
7	Pilot Car		Hour	100	30	3,000
	ROADWORK					
8	Aggregate Shoulders		Ton	600	13	7800
9	Class "C" Asphalt Concrete Mixture		Ton	19,630	15	294 450
10	Asphalt Cement in Mixture		Ton	1180	200	236,000
11	Hydrated Lime in Mixture		Ton	196	300	58,800
12	Asphalt in Tack Coat		Ton	30	250	7,500
13	Extra for Asphalt Approaches		Each	10	250	2,500
						~~628,860~~
						670,060

734-1736 (REV. 7-84)

10,133

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****************  ****************************  **********
*
* DELIVER TO: E. M. NEILSEN
*
*
* ORIGINAL
* CREATED:          08/12/88  TIME: 14:57
* SUBJECT:          C10133 CODING ERRORS
* PRINT DATE:       08/12/88  TIME: 15:05
*
**********************************************************
```

PROGRAM SECTION
MANAGER * OFFICE UNIT
FA UNIT * PROGRAM UNIT
AUG 18 1988
REFER TO *
R/D * ACT REPLY
DISC * INFO FILE

DATE: AUGUST 12, 1988

TO: BOB HEARD

FROM: ED NEILSEN
CREW 02-8005

MP 57 - John Day / Burns Hwy - Grant Co.

RE: EA C10133 APRIL - JUNE 1986 POSSIBLE CODING ERRORS

WE ARE CURRENTLY INVESTIGATING A PROJECT THAT HAS CHARGES IN EXCESS OF $23,000.00 THAT GRANT COUNTY WILL HAVE TO PAY DUE TO CODING ERRORS AND UNEXPLAINABLE CHARGES BY OTHERS.

YOUR CREW NUMBER SHOWS UP ON THE PRINT OUT THUS:

EA C10133 000 900 001 CREW 8002 $70.71

THESE CHARGES APPARENTLY TOOK PLACE IN APRIL - JUNE 1986. I WOULD APPRECIATE KNOWING IF THESE ARE LEGITIMATE CHARGES AND WHY OR IF NOT PLEASE ADVISE WHEN YOU HAVE MADE A TRANSFER OF COST. AS YOU CAN UNDERSTAND, THE LOCAL GOVERNMENT COULD BECOME QUITE IRRATE.

THANKS MUCH
ED NEILSEN

8-12-88

Roger

This same letter sent to Crews 8002, 8007, 8045, 8011 & Region 1 (Crew 8051 appears disbanded). Total charges involved: $528.92

cc: Mike Shultz For your info' Roger

So far: Its a start
We're working on the rest of it.

10,133

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary A. Potter, Manager

DATE: June 17, 1985

Attn: Mike Shultz

SUBJECT: Bid Rejection
M.P. 57.0 to John Day/Burns Highway
FAS B379, Izee Road
Grant County
"Confirmation of Telephone Message, June 12, 1985"

During regular session of the Grant County Court on Wednesday, June 12, 1985, the Court examined tabulations of the three low bids received by the Highway Division on June 6, 1985. After much discussion the Court went into Executive Session in order to fully evaluate the three low bids in comparison with the Engineer's Estimate. Only the Court Members viewed the Estimate and in about five minutes, they were satisfied the bids were not responsive and regular session was resumed.

The Court found the above section of road not to be in imminent danger of failure, accepted the recommendation of A. C. Bond, Roadmaster, and voted unanimously to reject the bid proposal of Western Mixing and requested the Highway Division return the advance deposit submitted for the project.

Also, the Court requested the project be readvertised in September 1985, with completion scheduled in the summer of 1986. This should eliminate the costly short time frame of construction.

Please initiate the necessary action to return the advance deposit and reschedule bid opening in September.

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Honorable Lorene Allen
A. C. Bond
Mike Gardner

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT Cy PROGRAM UNIT Cy
JUN 19 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Copies Made 6-19-85

10,133

6/12/85
Salem

Memo to File
Donald N. [illegible]

Subject: M.P. 57 / John Day - Burns Hwy Section
Izee Road, FAS - B379
Project # RS-B379(2)
Grant County

On May 22 an advance deposit of 65% of County's share of project costs in the amount of $27,700 was requested and subsequently rec'd as AD# 85-50.

On June 6 bids were rec'd on subject project in the amount of $750,320, in addition with anticipated items the total cost of project is $856,266, (see letter of 6-7-85 to Lang from Potter).

On June 12 (10:30am) Mr. Roger Lang called and informed this office that Grant County rejected all bids taken on June 6 and wished the project to be re-advertised for September 1985 bid letting in anticipation of 1986 construction season. Lang specifically requested the advance deposit (AD# 85-50) of $27,700 be returned to Grant County until required for Sept. letting.

This matter discussed w/and informed Hank Wakerlig of decision and request of Grant County through Roger Lang. Roger will follow-up with memo or letter confirming request and we should be sure Wokerling and Skoug receive copies of said memo whereby the request may be fulfilled.

10,133

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

June 10, 1985

Honorable Lorene Allen
Grant County Judge
P. O. Box 234
Canyon City, Oreogn 97820

Dear Judge Allen:

Re: M.P. 57.00-John Day/Burns Highway
Izee Road, FAS-B379
Project No. RS-B379(2)

On June 6, 1985, the Highway Division received bids on the above subject project. The apparent low bidder was Western Mixing Company of Eugene, Oregon, with the amount of $750,320. With the addition of anticipated items, engineering and contigencies the total project cost would be $856,266.

Analysis of all bids received on the project lead us to believe the bids were not responsive and may have been adversely affected by the limited time allowed to complete the project. Bid items of Mobilization and Temporary Protection and Direction of Traffic ranged from two to five times greater than the Engineer's Estimate. Also, some other items were much higher than the Estimate.

With the available Federal Funds of $646,800 and matching funds of $88,200 (shared equally by County and State) the apparent low bid would result in $121,266 of 100% cost to the County, or a total of $165,366.

It is our opinion the Engineers Estimate is not in error by the amount reflected in the bids. Further it is our opinion that lower bids

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 13 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

maybe experienced if the project were withdrawn and readvertised this coming fall or winter with completion in the 1986 construction season.

Please advise me of the Courts decision.

Sincerely,

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Gary A. Potter
Mike Shultz
C. O. Fredrickson
Ted Litchfield

10,133

HIGHWAY DIVISION PRO

Roger Lang June 7, 1985
Region 5 Federal Aid Specialist

Gary A. Potter, Manager
Program Section

M.P. 57.00-John Day/Burns Highway
Izee Road FAS-B379
Project No. RS-B379(2)

June 6, 1985 the Highway Division received bids on the subject project. Western Mixing Company of Eugene, Oregon, was low bidder at $750,320. When adding anticipated items, engineering, and contingencies, the total construction cost would be $856,266. Total Federal Aid Secondary funds available for the project are $735,000 with matching state and local funds.

Bids for the project were adversely affected by the limited time to complete the contract. The bid items on mobilization and temporary protection and direction of traffic were 2 to 5 times greater then the Engineer's Estimate.

It is our opinion that lower bids would be experienced if this project was let this winter with surfacing to be completed next summer.

Please advise us of the County's decision.

MKS:me
cc: Construction
Specifications

10,133

May 22, 1985

PRO

The Honorable Lorene Allen
Judge, Grant County Court
P.O. Box 234
Canyon City, OR 97820

Dear Judge Allen:

SUBJECT: M.P. 57.00-John Day/Burns Hwy.
Izee Rd., FAS-8379
Project No. RS-8379(2)
Grant County

On June 6, 1985 a bid will be taken by the Highway Division on the subject project. This is a Federal Aid Secondary project and as per our Agreement No. 8159 and our Local Government Agreement, the county is requested to deposit 65% of the county's share of the estimated construction cost as computed below:

Estimated Total Construction Cost	$718,400
Less Federal Funds (88.15%)	(633,300)
Less 1/2 Balance State Share	(42,550)
County's Share	$ 42,550
65% of COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 27,700 ROUNDED

We will award the contract when we receive your advance deposit in the amount of $27,700 and the Commission Approval is received. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
DONALD L. TROUT
Gary A. Potter, Manager
Program Section

Received
6-10-85
CK

MKS:pf
Attachments

bcc w/AU #85-50: Roger Lang, Region 5
Vern Skoog-Please return completed AU #85-50
when advance deposit is received.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B379(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40224

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR
Info | Inves | R/D

Orig. #5
5/23

7. DATE AUTHORIZATION EFFECTIVE 5-15-85

8. FEDERAL ROUTE NUMBER Secondary B379

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Wickiup Ln.
MP 57.00 - John Day Hwy./Burns Hwy.

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated May 13, 1985 you are now authorized to proceed with actions necessry to advance to completion the physical construction provided for by the above project at a total estimated cost of $720,000; Federal Funds $634,680 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated April 25, 1985 that provisions of Federal-aid Highway Program Manual 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/22/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 20, 1985

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40224
Project No. RS-B379 (2)
Wickiup Creek - John Day/Burns Highway Section
County Road
Grant County

I request your approval of a program change as follows:

1) Project Location --- Change 11.1 miles to "6.5 miles".

2) Termini --- Change Wickiup Creek to M.P. 57.00.

DRH:lb
cc: R.D. Hector (Region 5)
General Files

Form 734-3122

10,133

M.P. 57.00 5-10-85

Section [illegible] - John Day / Burns Hwy. Sec. Programming Estimate $ 735,000

Highway FAS-B537 (Izee Rd - Brush Ranch Rd.) Project Length 6.5 miles

County Grant Completion Time

Kind of Work Paving ~~Est~~. Comp. Date NOT LATER THAN SEPTEMBER 30, 1985

Prefix 212-1935 Letting Date June 6, 1985 Project No. RS-B379(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 628,860.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2270.00	
Temporary Pavement Striping	1830.00	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 4100.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 632,960.00
Contingencies (4-1/2%)		28,483.20
Engineering (8, [✓ 9], 10%)		56,966.40
Subtotal		$ 718,409.60
Credit for		—
Estimated Net Authorization, Construction		$ 718,409.60

APPROVED

5/10/85
4:20 JB

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION WICKIUP CR. - John Day / Burns Hwy. Sec.
COUNTY GRANT
SHEET 1 OF
KIND OF WORK PAVING
KEY NUMBER
LENGTH 6.5Mi
DATE 5-6-85
NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 5-7-85 SR THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 6-6-85					
	Furnishing Field Laboratory		Each	1	-	2,000
	Mobilization			All	-	40,000
	Temporary Protection and Direction of Traffic			All		10,000 -
	Temporary Signs		Sq. Ft.	515	8^{00}	$4,120^{00}$
	Temporary Barricades		Each	2	70^{00}	140^{00}
	Flaggers		Hour	250	15	3750
	Pilot Car		Hour	100	30	3,000
	ROADWORK					
	Aggregate Shoulders		Ton	600	13	7800
	Class "C" Asphalt Concrete Mixture		Ton	19,630	15	294 450
	Asphalt Cement in Mixture		Ton	1180	200	236,000
	Hydrated Lime in Mixture		Ton	196	100	19,600
	Asphalt in Tack Coat		Ton	30	225	6,750
	Extra for Asphalt Approaches		Each	10	125	1,250
						628,860

734-1736 (REV. 2-84)

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region Engineer

DATE: April 23, 1985

FROM Ronald T. Noble Ron
Surfacing Design Engineer

SUBJECT: Wickiup Creek - John Day/Burns Hwy. Section
On Izee Road

The surfacing design for the subject project calls for an overlay of 2.50" of emulsified asphalt concrete (cold mix) wearing course with a 0.50" allowance for leveling. A chip seal is also required. Your proposal to replace the 2.50" of cold mix with a 2.0" of hot mix (class "B" or "C" asphalt concrete) has been reviewed. A 2.0" overlay of hot mix would not adequately repair the section. Discussions with FHWA indicate that they would not support a 2.0" hot mix overlay design.

Since the cold mix overlay is a flexible design, I am proposing an alternative flexible design -- a double 0-9 oil mat. The oil mat would provide a flexible surface similar to the cold mix. However, it probably wouldn't have as smooth a ride as the cold mix design.

This project is scheduled for a May 23 letting. In order for the project to meet this date, we need a decision on the surface design this week. Please contact D. O. Christensen with your decision. The following is an estimate of costs for the three alternatives.

Alternate A*	2.50"	Emulsified Asphalt Concrete with 0.50" for leveling.	$770,000
Alternate B	3.50"	Asphalt Concrete, Class "B" or "C" with 0.50 for leveling.	$1,075,000
Alternate C		Double 0-9 Emulsified Asphalt Penetration Macadam.	$500,000

*Estimate includes washing and dying the aggregate.

cc: D. O. Christensen
J. T. Scofield

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[illegible]
ROAD DESIGN
SECTION

L RDE
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B/U

125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 23, 1985
IN REPLY REFER TO

HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project SR-B379(1)
Wickiup Creek - John Day/Burns Hwy Section
Izee Road - Grant County - Design Exception

We have reviewed your April 18, 1985 request for an exception to the recommended clear zone for roadside obstacles. The design criteria as set forth in "A Policy on Geometric Design of Highways and Streets" recommends minimum clear zone distances according to the AASHTO Guide for Selecting, Locating, and Designing Traffic Barriers.

We find it is in the public's interest and concur in your request to allow an exception to the above design criteria for roadside obstacles. Our concurrence is based on the scope of the project (overlay to preserve the existing surface), the absence of any significant adverse accident history on this section of the highway, and the high cost which would be associated with the items detailed in your letter and attached roadside inventory.

Sincerely yours,

G. K. Hassner
for
Dale E. Wilken
Division Administrator

cc:
OSHD (E. S. Hunter, Ass't St Hiway Engr)
OSHD (R. E. Kuehn, Final Design)

RECEIVED
STATE HWY ENGR

APR 24 '85

REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

DATE: April 18, 1985

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Wickiup Cr.-John Day/Burns Hwy.
Izee Rd.
Grant County

The roadside inventory for the subject section is being transmitted to you. The project is proposed for a May 23, 1985 bid opening. The purpose of this project is to overlay an existing oiled county road. The A.D.T. is 200 and design speed is 55 M.P.H. No accident record is available. No long-term projects are planned for this area.

We request exceptions to the minimum standards for roadside obstacles. The design criteria is set forth in "A Policy on Geometric Design of Highways and Streets."

The roadside obstacles are nontraversable ditch, twin 60" culvert pipes, and a number of 48" or smaller culvert pipes. The cost of protecting or reconstruction is the reason for not conforming to the standards. See attached letter from the County Judge.

This project will improve the rideability and increase the longevity of the roadbed, while staying within a reasonable cost. We solicity your concurrence that it is in the public's interest to allow exception to the minimum standards for roadside obstacles.

Attachments

RAK:as

cc: E.S. Hunter
R.D. Hector
J.L. Gaither
N.L. Henry

81-125-1367

10,133

4-10-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 512

County Grant

Attention: Right-of-way Section

Subject: Federal Aid Project No. SR-B379(1) Prefix 212-1935

Project Name Wickiup Cr. - John Day/Burns Hwy
IZEE Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Canyon City, Oregon, this 10 day of April, 1985

County of GRANT

Tom Allen
County Judge/Chairman

Robert Holland
Commissioner

Calvin Clark
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 4-12-85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

GRANT COUNTY COURT
COURTHOUSE
CANYON CITY, OR 97820
503-575-0059

4 April 1985

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA APR 05 1985 ☐
RECEIVED
REGION 5 OFFICE

Robert Hector
Region Engineer
Box 850
LaGrande, Ore 97850

Dear Mr. Hector,

Re: Preliminary plans, Wickiup Cr-John Day/Burns Hwy section, FAS B-537, Izee Road

We hereby request that the wearing course on referenced project be changed from Emulsified asphalt concrete to asphalt concrete hot mix. The emulsified mixture was used on Highway 395, Canyon Mountain. We believe a hot mix would give better results.

Thank you,

Lorene Allen

Lorene Allen
County Judge

cc Sutter
Schwartz
Hunter
Christensen

1 RDE
2 FDE RK
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SE
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RECEIVED
APR 8 - 1985
ROAD DESIGN SECTION

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R/U / /

I agree —

4/16/85
Ron Noble is to send
appropriate Hot mix thickness
and cost for region this
date

HO. NOTED
Christensen
JOHN T.

A L Hansen

10,133

Wickiup Creek-Joh Day/Burns Highway
FAS-C B379 (Izee Road)

Grant County
January, 1985

LOCATION NARRATIVE REPORT

GENERAL

This will be strictly an overlay project on a county road. The section begins about eleven miles west of the John Day-Burns Highway at M.P. 17.75 and runs easterly to its terminus at the same point on the John Day-Burns Highway.

The present surface of this road is an 0-11 oil mat and this will be a maintenance preservation project.

Traffic is fairly light on the section (1983 A.D.T. is less than 200), but a good percentage of this would be heavy logging loads.

No line or levels were ran for the field survey. Random cross-section measurements were taken to determine if pavement and shoulder widths were adequate and to ascertain that no culvert extensions were needed.

No additional Right-of-Way will be required for this project, nor will there be any conflict with utilities.

TYPICAL SECTION

The typical section calls for a 2 1/2" overlay of emulsified asphalt concrete with a 26 foot top width. Existing pavement width varies, with the west half of the project averaging 22 feet and the east half being about 25 feet. In either case, shoulder width is adequate to accommodate the 26 foot section.

Ron Noble worked up the base design and required pavement thickness was determined by deflection tests. He also suggested a 1" leveling course to be placed over the entire surface, but we have cut this to 1/2" to be selectively placed in order to stay within the total dollar figure budgeted by Grant County. Mr. Noble indicated no objection to this economy move.

No grading will be required on this project; but I have included in the estimate, items for shoulder aggregate and finishing shoulders. In some areas, there may be enough existing material to pull up to the edge of the new pavement, but the incidental amount of new aggregate does not add that much to the project cost.

MATERIAL SOURCES

One prospective material source is the Starr Ridge Quarry which is located about 1 mile northwest of M.P. 16.53 on the John Day-Burns Highway. This is a marginal source with specification material being produced only under the driest weather conditions. The coarser sizes of crushed rock retain a mud coating when damp or wet. A cold-mix paving project worked out of this source last year produced undesirable surface roughness, mainly attributed to excess moisture in the aggregate as it had to be washed in order to meet the specified cleanliness value.

This is the closest material source to the project with an average haul of about 8 miles. It is owned by the U.S. Forest Service and we currently have a use permit on it.

Another U.S.F.S. quarry is located on Flagtail Butte. This source is located about 4 miles off the west end of the project for an approximate 10 mile average haul. Quality of material is unknown and site is inaccessible at this time.

One other possible source is a County-controlled private quarry located at Izee. This would be about a 16 mile average haul uphill. The other two sources are pretty much a downhill haul. Quality of material from this source is unknown, but reported to be good by Grant County.

TRAFFIC CONTROL AND SAFETY

No unique traffic problems are anticipated on this project. Standard signing, flaggers and pilot car will be sufficient to handle all traffic.

No guard rail or delineators will be required on this project.

For pavement markings, the county also requests that only the centerline be striped with our standard white skip-line.

SPECIAL PROVISIONS

A separate pay item will have to be included for the shoulder finishing work or mention will have to be made that it is incidental to the paving or some other item.

A small amount of water will probably be required for working and setting up the shoulder aggregate. Payment for this should be specified as incidental to some other bid item. Local creeks would provide a nearby source.

SUMMARY

Costs for the project were worked up using figures from our cost analysis section. Total estimated cost is slightly under the maximum amount specified by Grant County. If favorable bid prices are received, A.C. quantities could be increased to allow for more leveling thickness so that two lifts could be placed. Total project cost is estimated at $753,649.00 or slightly over $68,000.00 per mile.

Another source for any information not covered in this report would be: A.C. Bond, Grant County Roadmaster - Phone 575-0138.

B.N. Hatcher

B.N. Hatcher
Project Manager

January 15, 1985

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Wickiup Cr. ~ John Day/Burns Hwy.			COUNTY Grant	SHEET 1	OF 1
KIND OF WORK Paving	KEY NUMBER	LENGTH 11.08 Mi.	DATE 1-11-85	NAME T.E.P.	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		L.S.	All	42,000.00	42,000.00
2	Temp. Prot. & Dir. Traffic		L.S.	All	16,000.00	16,000.00
3	Temporary Signs		Sq. Ft.	320	6.00	1,920.00
4	Flaggers		Hour	360	17.00	6,120.00
5	Pilot Car		Hour	150	30.00	4,500.00
	ROADWORK					
6	Finishing Shoulders		L.S.	All	9,000.00	9,000.00
7	Shoulder Aggregate		Ton	500	10.00	5,000.00
8	Emulsified Asphalt Concrete Mixture		Ton	19,200	8.00	153,600.00
9	Emulsified A.C. Mix In Leveling		Ton	3,850	8.00	30,800.00
10	Emulsified Asphalt In Mixture		Ton	1,385	170.00	235,450.00
11	Aggregate In Choke Seal		Ton	1,512	10.00	15,120.00
12	1/4"-#10 Aggregate In Chip Seal		Ton	1,512	10.00	15,120.00
13	Emulsified Asphalt In Chip Seal		Ton	180	200.00	36,000.00
14	Asphalt In Tack Coat		Ton	35	200.00	7,000.00
15	Extra For Asphalt Approaches		Each	12	175.00	2,100.00
		Contract Items				579,730.00
		Engr. & Cont. (30%)				115,950.0 ~~173,919.00~~
				TOTAL		753,649.00 [illegible]
	Anticipated Item					
	Permanent Striping		Mile	11.08	125.00X2	= 2,770.00

734 736 (REV. 2-84)

10,133

PRESIDENT • GLADYS McCOY — MULTNOMAH COUNTY
FIRST VICE PRES. • BILL VIAN — DOUGLAS COUNTY
SECOND VICE PRES. • DAVID O. COOPER — LINN COUNTY
TREASURER • F.E. KNIGHT — TILLAMOOK COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N E

P.O. BOX 12729
SALEM, OREGON 97309-0729
(503) 585-8351

ASSOCIATION OF OREGON COUNTIES

P. JERRY ORRICK, EXECUTIVE DIRECTOR

August 21, 1984

Judge Lorene Allen
Grant County Court
P. O. Box 234
Canyon City, OR 97820

RE: Wickiup Creek-John Day Section of Izee County Road

Dear Lorene:

Your request to accumulate your FAS-C funds beyond the three-year limit as provided in the FAS-C Guidelines and Work Agreement for the above referenced project has been approved by the AOC Board of Directors.

Your current uncommitted balance of $347,817 plus the estimated 1985 allocation of $80,218 due October 1 will provide an accumulative amount of $428,035. This amount added to the $240,654 your county is authorized to draw in advance under the agreement will fund your request for this $668,700 project.

Sincerely,

Bill

Bill Penhollow
Senior Executive Assistant

lg

cc: Donald N. Harwell

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
AUG 22 1984
REFER TO________________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

4

[illegible] [illegible]

July 9, 1984

Grant County Court
Courthouse
Canyon City, OR 97820

AGR 4

Attention: Carol Voigt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8159

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Wickiup Creek-John Day/Burns Highway Section.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 16, 1984

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Wickiup Cr. - John Day/Burns Hwy. Sec.
Izee Road FAS-C B379
Grant County

Grant County has requested a project to improve a 11-mile section of Izee Road, FAS-C B379, with a 2-inch asphaltic concrete overlay. The proposed project will provide a standard 26-foot roadway section with two eleven-foot travel lanes. No additional right-of-way will be required and preliminary and construction engineering will be performed by the State.

To maximize the project Grant County has ask AOC for a three-year advance on their FAS-C funding per the agreement between AOC and the State. The project location is as shown on the attached map.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Grant Co.	Wickiup Cr.-John Day/ Burns Hwy. Sec., Izee Rd.	759,000	669,000	45,000	45,000

Region 5 and this office have investigated this proposed project confirming its validity and financing under the FASC-C program. I recommend your approval and request you authorize this project under Delegated Authority.

APPROVED BY:

State Highway Engineer

Date 5-18-84

RECEIVED
STATE HWY ENGR
MAY 18 '84
REFER TO
FOR
Info Init R/O D/R Sign Act File

MKS/cm

Attachment

Orig Potter
cy Files
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rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-B379(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40224

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/20/84	Secondary B379	County Road

10. GENERAL LOCATION:

Wickiup Creek - John Day/Burns Highway Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $20,600
FF $18,150
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 6/19/84.

RECEIVED
STATE HWY ENGR
JUN 25 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 6/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/20/84	G. K. Hassner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
10,133 Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
6-19-84 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., Approx. 7.5 mi. NW of Seneca, SW 11.1 mi. "Wickiup Cr.-John Day/Burns Hwy. Sec."	079	40224	SR-B379(1)	B379	Co. Rd.

Access Control None Parking Restrictions None System Revision N/A

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Grant Code 023 Imp. Code 07 FY 1982

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. ____ Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 20,600
(88.15%) FF	$ 18,150
STATE	$ 1,225
Co.	$ 1,225

Advance Deposit at cost

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
Attached data consists of Parts 1, 2 and 4 of Project Prospectus and project map.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
6-19-84	Gary A. Potter	Manager, Program Section

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02520

SECTION: Wickiup Creek - John Day/Burns Highway

REGION: 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	212-1935	5-22-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		400	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 20,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: SR-B379(1)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
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ROAD DESIGN SECTION

Do
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Bring Up
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PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X C.D. Fredrickson	DATE 6-7-84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 6-6-84
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-20-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02520

SECTION Wickiup Cr.-John Day/Burns Highway			REGION 5	
STATE HIGHWAY #	HIGHWAY NAME Izee Road		MILE POST FROM 52.4 TO 63.5	LENGTH 11 miles
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME	
ROUTE #	FEDERAL AID # B379	APPLICANT (IF OTHER THAN STATE) GRANT COUNTY		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 25	GRADING (✓)		FILES (#)	0
RIGHT OF WAY	$ 0	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 554.3	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 11.0			RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 169.6	DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 734.9	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 759.9				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	150	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Oil mat wearing surface is deteriorating and has exceeded the expected design life.

PROPOSED SOLUTION

Overlay oil mat with two inches of Emulsion Asphalt Mix, pull shoulders to new surface where applicable.

REQUESTED, REGION ENGINEER X	DATE 5/8/84			
APPROVED, ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02520

SECTION
Wickiup Cr.-John Day/Burns Highway

REGION
5

PROJECT JUSTIFICATION

This section was constructed in the early 1960's to acceptable width standards. The oil mat surface is deteriorating and has exceeded the expected life. Moderate oil mat breakup is occurring along the edge due to the narrow width.

Discussions with the Base Design Section indicates the section should be overlaid with two inches Emulsion Asphalt Mix to a width of 26 feet, which allows two eleven (11) foot lanes and two two (2) foot shoulders. This will be comparable to the Vance Cr.-Cottonwood Creek Section of Primary Highway No. 48.

This project is consistent with transportation goals of Grant County and with the defined preservation goals of the Transportation Commission.

NOTE: (Total project cost shall not exceed identified amount without express authorization of Grant County. Project may be shortened on west end, if necessary.)

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02520

SECTION Wickiup Cr.-John Day/Burns Highway

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N ~~S~~	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)		NEW (#)

RIGHT-OF-WAY					
ACQUISITIONS		RELOCATIONS			
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)		
0	0	0	0		
RIGHT-OF-WAY LIAISON	0	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES (LIST BELOW)

COMPANIES
C,P,National
United Telephone
(note: no apparent conflict visible)

DESIGN SPEED n/a

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2/4			10.5/ 12.5	0		10.5/ 12.5		2/4				
				2/4 (note 2' paved shoulder)			11	0		11		2/4				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Emulsion Asphalt Mix		2" (overlay oil mat)			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02520

SECTION
Wickiup Cr.-John Day/Burns Highway

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

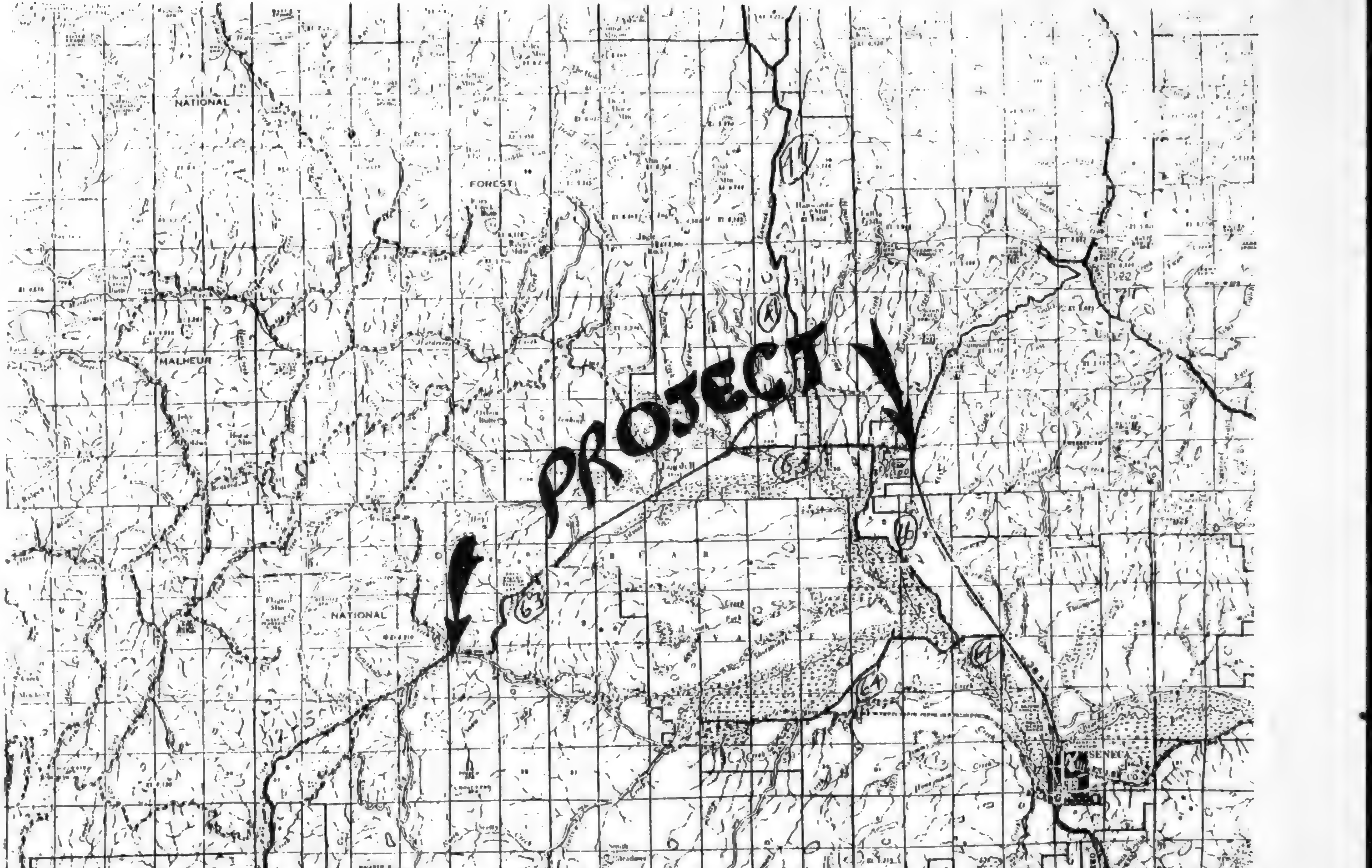
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

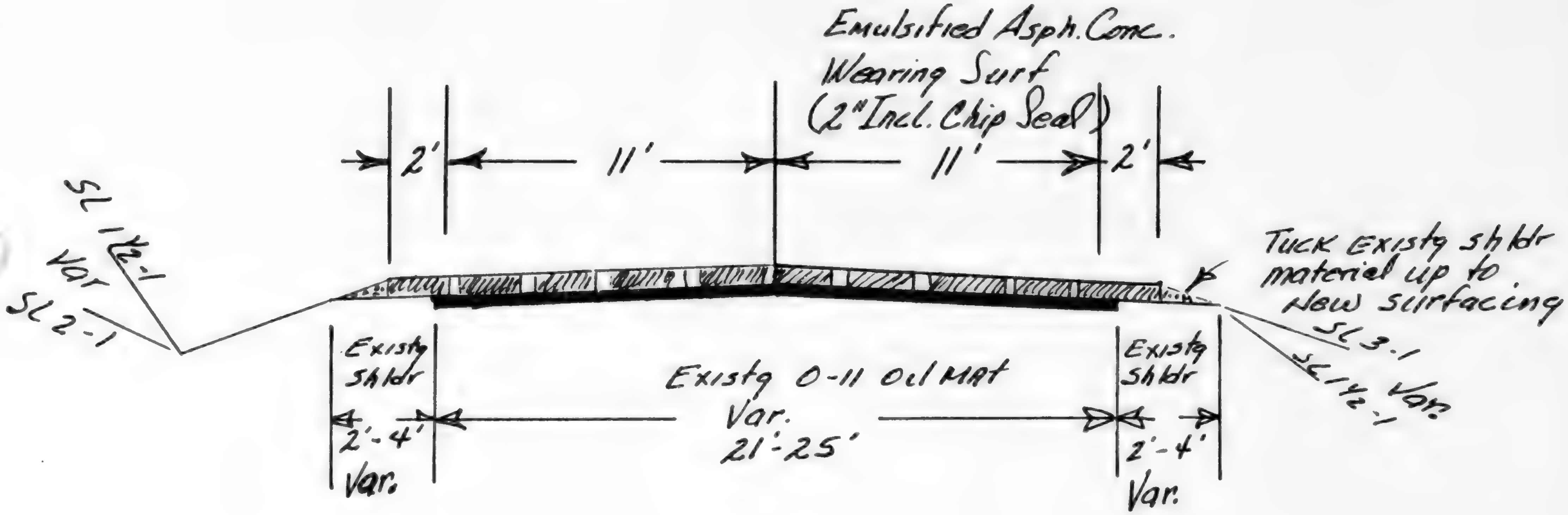
No right-of-way involved,
Overlay only - covered under
Statewide Assessment.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	


NATIONAL
FOREST
MALHEUR
PROJECT
NATIONAL
SENECA
FOREST

TYPICAL SECTION


Emulsified Asph. Conc.
Wearing Surf
(2" Incl. Chip Seal)
2'
11'
11'
2'
SL 1½-1
Var
SL 2-1
Tuck Existg shldr material up to New surfacing
SL 3-1
SL 1½-1
Var.
Existg Shldr
2'-4'
Var.
Existg 0-11 Oil Mat
Var.
21'-25'
Existg Shldr
2'-4'
Var.

Revised 5/7/84

10,133

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: May 8, 1984

Attention: Mike Schultz

SUBJECT: Wickiup Cr.-John Day/Burns Hwy.Sec.
FAS-C B379, Izee Road
Grant County

Enclosed is Project Request received from Grant County concerning a proposed FAS-C project from Wickiup Creek to the John Day/Burns Highway on Route B379, Izee Road.

The Project Request was prepared and based on data obtained from Highway Log Book No. 2 and "As Constructed Plans" of the Wickiup Creek-Logdell Road Section. However, upon field check of widths, it is determined the oil mat widths are substantially wider than what was indicated and a simple overlay project is more in order. This has been discussed with Lorene Allen, County Judge, who agrees we should pursue the most economical solution.

Therefore, the Project Prospectus has been developed utilizing the same basic typical section width that has been developed for the Vance Cr-Cottonwood Cr. Section of the John Day/Burns Hwy. No. 48 showing a top width of 26 feet.

In order to finance the project, Grant County has requested an advancement of three (3) years FAS-C funds from the A.O.C. Executive Board. More information has been requested by the A.O.C. concerning the project. Please furnish a copy of the Project Prospectus and any other data necessary to the A.O.C.

The Grant County Court expressed a hope that everything would move rapidly and the project would be ready for this coming construction season. If this were possible, they may be able to take advantage of a contractor sitting almost on top of the job. I advised the Court we would move rapidly as possible but we may not be ready this year.

Please take the steps necessary to obtain approval of the Project Prospectus and proceed with development of a Project Agreement as soon as possible.

NOTED
BOB DORAN

cc: FED AID
LOC
PCS
FILES

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 10 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: Honorable Lorene Allen - A.C. Bond - Barry Hatcher

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02520

REGION 5

SECTION Wickiup Cr.-John Day/Burns Highway

STATE HIGHWAY #	HIGHWAY NAME Izee Road	MILE POST FROM 52.4 TO 63.5	LENGTH 11 miles
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE #	FEDERAL AID # B379	APPLICANT (IF OTHER THAN STATE) GRANT COUNTY	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 25	GRADING (✓)		FILES (#)	0
RIGHT OF WAY	$ 0	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 554.3	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 11.0			RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 169.6	DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 734.9	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 759.9				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	150	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Oil mat wearing surface is deteriorating and has exceeded the expected design life.

PROPOSED SOLUTION

Overlay oil mat with two inches of Emulsion Asphalt Mix, pull shoulders to new surface where applicable.

REQUESTED, REGION ENGINEER X	DATE 5/8/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY. ENG FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02520

SECTION Wickiup Cr.-John Day/Burns Highway

REGION 5

PROJECT JUSTIFICATION

This section was constructed in the early 1960's to acceptable width standards. The oil mat surface is deteriorating and has exceeded the expected life. Moderate oil mat breakup is occurring along the edge due to the narrow width.

Discussions with the Base Design Section indicates the section should be overlaid with two inches Emulsion Asphalt Mix to a width of 26 feet, which allows two eleven (11) foot lanes and two two (2) foot shoulders. This will be comparable to the Vance Cr.-Cottonwood Creek Section of Primary Highway No. 48.

This project is consistent with transportation goals of Grant County and with the defined preservation goals of the Transportation Commission.

NOTE: (Total project cost shall not exceed identified amount without express authorization of Grant County. Project may be shortened on west end, if necessary.)

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02520

SECTION Wickiup Cr.-John Day/Burns Highway

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A-95		SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES (LIST BELOW)

COMPANIES
C.P.National
United Telephone
(note: no apparent conflict
visible)

RIGHT-OF-WAY LIAISON	0	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	n/a	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2/4			10.5/ 12.5	0		10.5/ 12.5		2/4				
				2/4			11	0		11		2/4				
PROPOSED																

(note 2' paved shoulder)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Emulsion Asphalt Mix		2" (overlay oil mat)			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

FEDERAL AID PROJECT REQUEST

Date MAY 2, 1984

Applicant Agency GRANT COUNTY

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. B379 Route Name IZEE ROAD

Project Name Wickiup Cr. – John Day/Burns Hwy.

Project Length Mi ±   Project Location (Attach sketch map)

Project Description PREPARATION OF SHOULDERS, OVERLAY FULL WIDTH

(Note: Work description revised to 26' overlay, pull existing shldrs. to new surfacing

Average Daily Traffic 150   Design Speed N/A – OVERLAY

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28'   Travel Lanes 2 - 10'   Shoulders 2 - 4'

Medians NONE   Parking N/A

Sidewalks NONE

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width ~~28'~~ 26'   Travel Lanes 2-11   Shoulders 2-3'

Medians NONE   Parking N/A

Curbed NONE   Length Curb Radii

Sidewalk/Bikeway NO, REMOTE RURAL LOCATION DOES NOT

Remarks WARRANT COST OF CONSTRUCTION.

Note: Typical Section revised after consultation with County construct 26' top including 2' paved shoulders to conform with John Day/Burns Hwy

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60'   Minimum 60'   Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____   No X

3. Will additional right-of-way be needed? Yes ____   No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____   No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? BY APPLICANT

4. Permanent Striping:

Include in project or by applicant? INCLUDE IN PROJECT

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement HONORABLE LORENE ALLEN, COUNTY JUDGE
Office
2. Environmental " " " " "
Office
3. Public Hearing " " " " "
Office

Remarks MINIMAL ACTION PLAN REQUIREMENTS ANTICIPATED FOR THIS PROJECT.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?
Yes_________ No X
If "yes," describe briefly:_________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 554,289
Right-of-way costs (if participating)	
Traffic control	11,000
Illumination	
Structures	
Railroad	
Other 30% ENGINEERING & CONTING.	169,587
Preliminary engineering	25,000
PROJECT TOTAL	$ 759,876

Remarks COUNTY COURT REQUESTS EXPEDITED ATTENTION TO THIS PROJECT. TOTAL PROJECT COST IS LIMITED TO ABOVE AMOUNT, UNLESS EXPRESSLY AUTHORIZED TO EXCEED IS GIVEN BY THE COUNTY COURT.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _________ and/or GRANT COUNTY

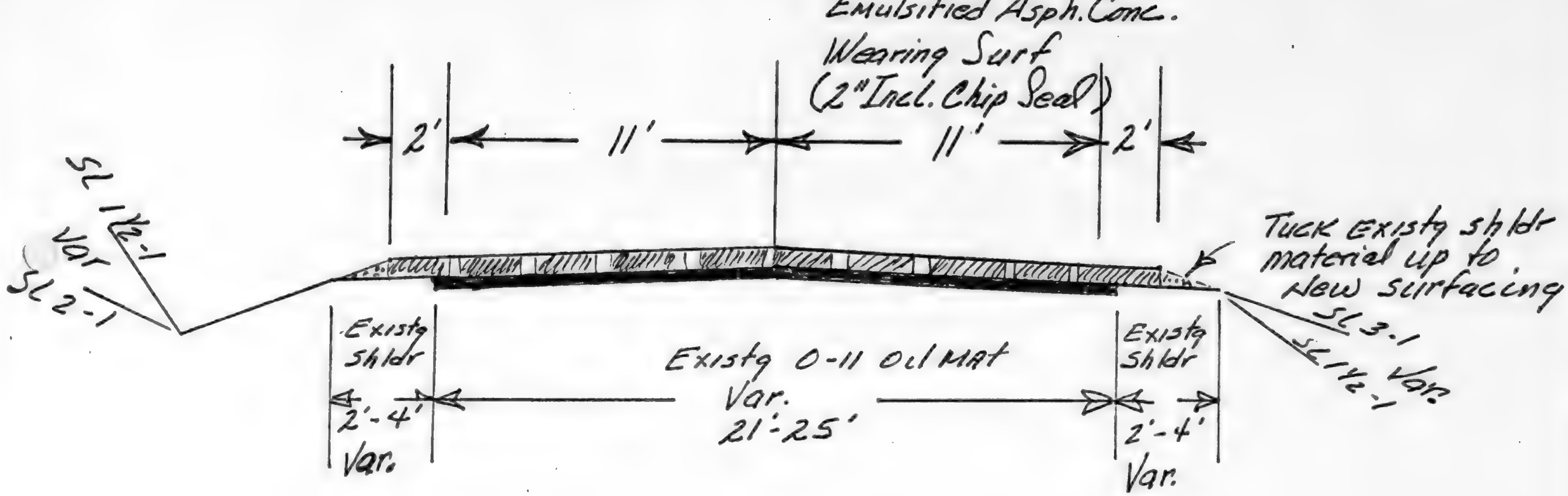
By_________ By Loren Allen

By_________ By Francis S. R. Cole

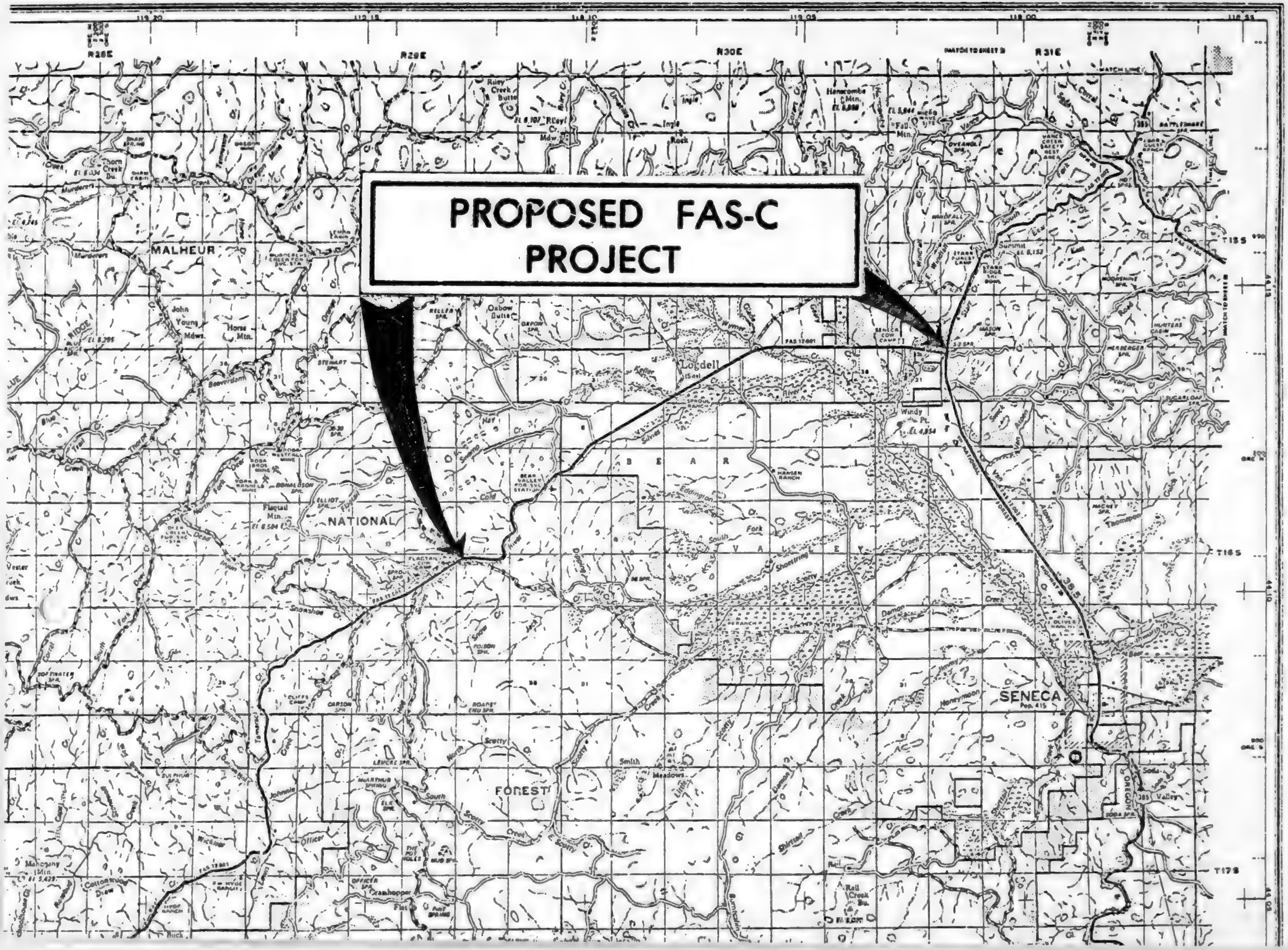
By Robert Holland

(1976)

TYPICAL SECTION


Emulsified Asph. Conc.
Wearing Surf
(2" Incl. Chip Seal)
2'
11'
11'
2'
SL 1½-1
Var
SL 2-1
Tuck Existg shldr material up to New surfacing
SL 3-1
Var.
SL 1½-1
Existg shldr
2'-4'
Var.
Existg 0-11 Oil Mat
Var.
21'-25'
Existg shldr
2'-4'
Var.

Revised 5/7/84


PROPOSED FAS-C PROJECT
R28E
R29E
R30E
R31E
T15S
T16S
T17S
MALHEUR
NATIONAL
FOREST
BEAR
VALLEY
Logdell
SENECA
Windy Pt.
Flagtail Mtn.
Riley Creek Butte
Hanscombe Mtn.
John Young Mdws.
Horse Mtn.
Oxbow Butte
Smith Meadows
Mahogany Mtn.
Summit
Silvies
Snowshoe
Eddington
Shoestring
Scotty
Cottonwood Draw
Grasshopper
Wickiup
Officer
OREGON
395
FAS 17601

1985 NW Glisan St.-NW Couch 10,134
St. (Portland) Sec. (Grad., pav.,
str., sign., ill., sigs. & land.)

C&A 7819 8-22-83

8412 [redacted] 7-18-85

12,734

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner
Transportation Engineering
Room 802
1120 S.W. Fifth Avenue
Portland, Oregon 97204-1971
(503) 796-7004
TDD: (503) 823-6868

November 5, 1992

Mr. Michael K. Shultz
Local Program Coordinator
Oregon Department of Transportation
307 Transportation Building
Salem, OR 97310

Subject: **Fund Transfer - Portland LGIP Account 4690**

In response to your October 28, 1992, Itemized Statement of Final Cost for Agreement 7819, please transfer funds as follows:

Amount of Transfer: $45,581.77

From:
N.W. Glisan St. - N.W. Couch St.(Portland)
City Street
City of Portland
Contract No:
Federal-aid No:IX-9300(9)
Agreement No: 7819

To:
Clay Street - Sellwood Bridge (Portland) Sec.
Willamette Greenway
City of Portland
Contract No:
Federal-aid No: BWM-0000(54)
Agreement No: 7836

Purpose: Close out final account on NW Glisan - NW Couch (Portland). Reference your October 28, 1992, Itemized Statement of Final Cost.

If you have any questions please call me at 796-7156.

Sincerely,

CTChristianson

C.T. Christianson, P.E.
Bureau of Transportation Engineering

CTC:tab

c: Patty Kruse
Project File
LGIP File

[LGIP.93-LGIP]NW-glisan-ne-couch-xfer-close

MGR PROGRAM SECTION
[illegible]
NOV 12 1992
Refer To ____
I/D ____ D/R ____ Act ____
Discuss ____ File ____ Draft ____

[illegible]

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

N.W. GLISAN ST. - N.W. COUCH STREET (PORTLAND)
CITY STREET
CITY OF PORTLAND
IX-9300(9)

October 28, 1992
AGREEMENT NO: 7819

PRELIMINARY ENGINEERING	
CITY OF PORTLAND	$206,335.17
STATE	29,204.02
TOTAL PARTICIPATING PRELIMINARY ENGINEERING	$235,539.19
UTILITY ADJUSTMENT	
CITY OF PORTLAND	$2,668.28
SFO 1 CITY OF PORTLAND WATER BUREAU	9,433.48
SFO 2 WESTERN UNION TELEGRAPH	11,661.52
SFO 3 UNION PACIFIC	2,134.59
SFO 4 SOUTHERN PACIFIC	2,776.78
SFO 5 UNION PACIFIC	46,548.04
TOTAL TYPE CODE Y060	$75,222.69
CONSTRUCTION ENGINEERING	
PROJECT PROGRAMMING	$40.22
UTILITY LIAISON	260.64
SPECIFICATIONS	593.90
RESRCH & TEST LITIGATION	84.72
PROJECT ENGINEERING	18.18
TOTAL PARTICIPATING CONSTRUCTION ENGINEERING	$997.66
MIS PROJECT COST	
AUDIT EXPENSE	$1,867.75
TOTAL PARTICIPATING PROJECT COST	$313,627.29
NONPARTICIPATING PROJECT COST	
PROJECT ENGINEERING	$380.00
FINAL DESIGN	332.09
LANDSCAPE DESIGN	37.85
SPECIFICATIONS	76.48
ENVIRONMENTAL	694.12
TOTAL NONPARTICIPATING PROJECT COST	$1,520.54
TOTAL PROJECT COST	$315,147.83
LESS: FEDERAL FUNDS	-266,583.17
LESS: CREDIT FOR WORK PERFORMED	- 31,350.52
LESS: ADVANCE DEPOSIT	- 62,795.91
BALANCE OF ADVANCE DEPOSIT IN LGIP	$ 45,581.77

16,384

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST DATE: April 14, 1992

PROJECT NO: IX-9300(10) AGREEMENT NO. 7819 CITY OF PORTLAND

SECTION: N.W. GLISAN STREET-N.W. COUCH STREET (PORTLAND)

CONSTRUCTION	PARTICIPATING	NONPARTICIPATING
Final Contract Summary	$1,949,959.32	$172.67
SFO 1 Striping	3,703.63	
SFO 2 EEO/Labor Compliance	7,190.52	
SFO 8 Temp Illumination	3,609.65	
SFO 9 First Ave Signal Work	9,233.86	
SFO 10 Rubber RR Grade Xing	71,097.00	
SFO 11 Railroad Protective Service	20,391.54	
SFO 12 Emergency Signing & Striping	3,333.26	
SFO 14 Program Test & Turn on	1,175.00	
SFO 15 Fab & Install Guide Sign	216.15	
SFO 16 Replace Ref. Monuments	775.14	
Audit Service	491.64	
Engineering (City of Portland)	310,602.76	9,046.42
Engineering (State)		71,186.61
TOTAL PROJECT COST	$2,381,779.47	$80,405.70

Total Project Cost	$2,462,185.17
Less: Federal Funds	-2,024,512.53
Less: Advance Deposit LGIP	- 484,354.05
Balance in LGIP	$46,681.41

The balance in the LGIP will be transferred to IX-9300(9) the preliminary engineering and utility phases of this project.

10,134

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

PAID BY
(For use of Paying Office)

STATE
Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8-25-85
TO 6-6-88

FEDERAL AID PROJECT NO.
IX-9300(10)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
77	1,800,109.37	1,719,886.22	85%	1,461,903.28	1,461,903.28	-0-
77	569,467.75	569,285.20	85%	483,892.42	483,892.42	-0-
78	88,081.18	88,081.18	85%	74,869.00	74,869.00	-0-
80	4,526.87	4,526.87	85%	3,847.83	3,847.83	-0-
	$ 2,462,185.17	$ 2,381,779.47		$ 2,024,512.53	$ 2,024,512.53	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
12/6/91

SIGNATURE OF AUTHORIZED OFFICIAL
Donald C.

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

STATEME F COSTS INCURRED UNDER PROJECT AGREE T

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. Glisan St. - N.W. Couch St. (Portland) Sec.					
	N.W. Front Avenue					
	Multnomah County					
	Type Code I000					
	Roadway (Sta. "FS" 0+25 to Sta. "FS" 14+66.69)					
	Final Contract Payment Summary	Lump Sum			$ 871,018.94	
	177 - 778,410.89					
	178 - 88,081.18					
	520 - 4,526.87					
	SF01 Perm. Striping (177)	All Required			3,703.63	
	SF03 EEO/Labor Compliance Mon. (177)	All Required			7,190.52	
	SF08 Temp. Illumination (177)	All Required			3,609.65	
	SF010 Rubber RR Grade Xing (177)	All Required			71,097.00	
	SF011 Railroad Protective Services (177)	All Required			20,391.54	
	SF012 Emergency Signing & Striping (177)	All Required			3,333.26	
	SF015 Fab & Install Guide Sign (177)	All Required			216.15	
	SF016 Repl. Ref. Monument (177)	All Required			775.14	
		Total Type Code		I000	$ 981,335.83	
	Type Code X980					
	Everett St. Ramp (Br. #16819) (177)					
	Final Contract Payment Summary	Lump Sum			$ 498,650.50	
	Type Code Y031					
	Traffic Signal (1 Location) (177)					
	Final Contract Payment Summary	Lump Sum			$ 37,317.00	
	SF09 First Ave. Signal Work	All Required			595.37	
	SF014 Furnish Program Test & Turn-On	All Required			1,175.00	
		Total Type Code		Y031	$ 39,087.37	

AMOUNT CARRIED FORWARD ....

STATE NT OF COSTS INCURRED UNDER PROJECT AGR ENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Type Code X436					
	Glisan Ramp (177)					
	Price Agreement No. 11, Extra Work Order No. 14, and State Force Order No. 9 on Contract No. 9748					
	Final Contract Payment Summary	Lump Sum			$542,972.88	
	SFO 9 Railroad Protective Services	All Required			8,638.49	
		Total Type Code X436			$551,611.37	
	Total Participating Construction				$2,070,685.07	
	Construction Engineering					
	Construction Engineering (177)	All Required			310,602.76	
	Misc. Project Cost					
	Audit Expense (177)	All Required			$ 491.64	
	Total Participating Project Cost				$2,381,779.47	
	Non-Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 172.67	
	Construction Engineering	All Required			80,233.03	
	Total Non-Participating Project Co.				80,405.70	
		Total Project Cost			$2,462,185.17	
	Audit conducted and any necessary changes made.					
	AMOUNT CARRIED FORWARD					

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

October 10, 1991

Mike Schultz
Urban Program Coordinator
Program Section
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Terwilliger Boulevard Interchange at Pacific Highway, N.W. Front Ave., Glisan to Couch, N.E. Airport Way, 138th - 181st Ave. and N.W. Front Ave., Steel Bridge to 14th Ave. and 26th to Glisan St.

Dear Mike:

On 08/26/91 the City of Portland transferred to its LGIP account $1,012,511.24. The money was sent to cover the following projects:

Terwillger Blvd. Interchange at Pacific Highway (See ODOT letter dated August 8, 1991)	640,000.00
N.W. Front Ave., Glisan to Couch (See ODOT letter dated February 21, 1991)	200,468.55
N.E. Airport Way, 138th to 181st Ave. (See ODOT letter dated February 27, 1991)	71,400.00
N.W. Front Ave., Steel Bridge to 14th Ave. and 26th to Glisan St. (See ODOT letter dated March 29, 1991)	100,642.69
TOTAL	$1,012,511.24

Please find attached the letters from ODOT requesting these funds from the City. If you have any questions, please call me at 796-7156.

Sincerely,

L. David Hill

L. David Hill, P.E.
Bureau of Transportation/Engineering

LDH:je
[0017]LGIP-LDH

MGR. PROGRAM SECTION

OCT 11 1991

Oregon

DEPARTMENT OF TRANSPORTATION

February 11, 1991

FILE CODE:
PRO

Mr. Richard Schmidt
City Engineer
Attention: Dave Hill
Bureau of Transportation Engineering
Room 302, 1120 S. W. Fifth
Portland, OR 97204-1971

Subject: N. W. Glisan Street-N. W. Couch Street
N. W. Front Avenue

Dear Mr. Steger:

In review of the accounting records for the subject project, I find a discrepancy between the city's share of the project cost and the advance deposits previously submitted. The city's current share of the project cost is calculated as follows:

Preliminary Engineering EA No. 726-1947 and 426-1960 IX-9300(9)

	Participating	Nonparticipating
Work Performed by City	$ 206,335.17	$
Work Performed by State	30,942.31	226.85
Total P.E. Cost	$ 237,277.48	$ 226.85
Less Federal Funds (85%)	-201,685.86	
Subtotal	$ 35,591.62	$ 226.85
Total City's Share of P.E. Cost	$ 35,818.47	
Less Credit for Work Performed by City	-30,950.28	
Balance Due From City	$ 4,868.19	

Utility Relocation EA No. C326-1088

	Participating
Construction	$ 74,975.25
Construction Engineering-City	18,455.66

Transportation Building
Salem, OR 97310

731-0146 (12-90)

Total Utility Relocation Cost	$ 93,430.91
Less Federal Funds	-79,416.27
Less Credit for Work Performed by City	-2,768.35
Balance Due From City	$ 11,246.29

Construction IX-9300(10)

	Participating	Nonparticipating
N. W. Glisan-N.W. Couch (EA No. C10134)	$ 1,757,679.71	$ 135,037.71
Steel Bridge Ramps (EA No. C09748)	569,879.01	182.55
Total Construction Cost	$ 2,327,558.72	$ 135,220.26
Less Federal Funds	-1,978,424.91	
Subtotal	$ 349,133.81	$ 135,220.26
Total City's Share of Construction Cost	$ 484,354.07	
Less City's Advance Deposit AD #85-55	-300,000.00	
Balance Due From City	$ 184,354.07	

Summary - Balance Due From City

Preliminary Engineering	$ 4,868.19
Utility Relocation	11,246.29
Construction	184,354.07
Total Due From City	$ 200,468.55

Please increase your deposit by $200,470 to cover the city's additional share of cost. A final itemized statement will be prepared upon completion of the project audit and final voucher.

Sincerely,

Steve Specht

Steve Specht
Urban Programs Coordinator
Program Section

bc w/AD #91-12: Marty Andersen, Region 1
Don Aman, Program Section
Bob Warberg, Accounting - Please return completed AD #91-12 when deposit has been received

SS223.PK

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                                    G 15

REPORT NO: FMBL815-1              OREGON DEPARTMENT OF TRANSPORTATION
                                          HIGHWAY DIVISION                                       PAGE  3056
                                        SUMMARY BILLING REPORT                            RUN 10/03/9'  1:46

                                                              -------------EXPENDITURE TOTAL------ --  ---------BILLING---
                                                              FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

 9300-010 FEDERAL PROJECT

  580 FED. APPR.: INTERS TSFR GRNT
   F04996 AGREEMENT  BILLING PERIOD: 09/05/91 TO 10 02 91  XI  -9300-010

    EA -  SUBJOB   EA-SUBJOB TITLE                        ST CLS
    ------------ ----------------------------------------- -- ----

    C10134  -031 NW GLIXAN-NW COUCH ST                    04 C         4,526.87
                                                              ------------------  ------------------
   F04996                                     EXPENDITURE TOTAL        4,526.87  +             0.00  =        4,526.87
                                                              ------------------  ------------------  ------------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:      4,526.87  +             0.00  =        4,526.87
                                                                                                      ==================
   F04996-00 FEDERAL HIGHWAY                           NO: 32775     -00
            FHWA AUTHORIZED AMOUNT:        3,847.00         PERCENT:       85.00%
            FHWA SHARE                                                  3,847.83
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                        =        3,847.83
            LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                 3,847.00
                                                                                                                    0.83
            FHWA CURRENT BILLING AMOUNT                                                               ------------------
                                                                                                                    0.00
                                                              ------------------  ------------------  ==================
   F04996 AGREEMENT                     EXPENDITURE TOTAL LESS: FHWA SHARE        679.04  +             0.00  =          679.04
                                                                                                      ==================
   F04996-01 OREGON STATE TREASURY                     NO: 0000132900-59
            ESTIMATED  AMOUNT:                 0.00    AUTHORIZED PERCENT:     100.00%            100.00%
            CUSTOMER SHARE                                                    679.04
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                    =          679.04
                                                                                                                  679.04
            CUSTOMER CURRENT BILLING AMOUNT                                                           ------------------
                                                                                                                    0.00
                                                                                                      ==================
 ...................................................................................................................
  580 FED. APPR: INTERS TSFR GRNT                       TOTAL          4,526.87  +             0.00  =        4,526.87
 .          FHWA AUTHORIZED AMOUNT:        3,847.00
 .          FHWA SHARE                                                  3,847.83
 .          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                        =        3,847.83
 .          LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                 3,847.00
 .                                                                                                                  0.83
 .          FHWA CURRENT BILLING AMOUNT                                                               ------------------
 .                                                                                                                  0.00
 ...................................................................................................................
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10-3-91

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REPORT NO:

9326-006 F

177 FED.
 F03635 A

  EA -  S
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  C426194

 F03635

 F03635-0

 F03635 A

 F03635-0
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REPORT NO: FMBL815-1              OREGON DEPARTMENT OF TRANSPORTATION                                        PAGE  3055
                                          HIGHWAY DIVISION                                        RUN 10/03/91  1:46
                                      SUMMARY BILLING REPORT

                                                                -------------EXPENDITURE TOTAL---------- ---------BILLING---
                                                                FHWA PARTICIPATING   NON-PARTICIPATING       CALCULATIONS

 9300-010 FEDERAL PROJECT

  178 FED. APPR.: INTERSTATE TSF
   F04863 AGREEMENT  BILLING PERIOD: 05/05/91 TO 10 02 91  X1  -9300-010

    EA -  SUBJOB   EA-SUBJOB TITLE                          ST CLS
    ------------ ----------------------------- ---------- - ----

    C10134  -021 NW GLISAN-NW COUCH ST                      04 C        88,081.18
                                                                  ------------------ ------------------
   F04863                                       EXPENDITURE TOTAL       88,081.18  +             0.00  =       88,081.18
                                                                  ------------------ ------------------ -----------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:       88,081.18  +             0.00  =       88,081.18
                                                                                                         =================

   F04863-00 FEDERAL HIGHWAY                         NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:         74,869.00       PERCENT:        85.00%
             FHWA SHARE                                                  74,869.00                     =       74,869.00
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                               74,869.00
                                                                                                         -----------------
             FHWA CURRENT BILLING AMOUNT                                                                            0.00
                                                                                                         =================
                                                                  ------------------ ------------------
   F04863 AGREEMENT                  EXPENDITURE TOTAL LESS: FHWA SHARE  13,212.18  -             0.00  =       13,212.18
                                                                                                         =================

   F04863-01 OREGON STATE TREASURY                   NO: 0000132900-59
             ESTIMATED  AMOUNT:                0.00   AUTHORIZED PERCENT:   100.00%             100.00%
             CUSTOMER SHARE                                              13,212.18                     =       13,212.18
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                           13,212.18
                                                                                                         -----------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                        0.00
                                                                                                         =================

  ***********************************************************************************************************************
  178 FED. APPR: INTERSTATE TSF                            TOTAL        88,081.18  +             0.00  =       88,081.18
  *          FHWA AUTHORIZED AMOUNT:         74,869.00
  *          FHWA SHARE                                                  74,869.00                     =       74,869.00
  *          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                               74,869.00
  *                                                                                                      -----------------
  *          FHWA CURRENT BILLING AMOUNT                                                                            0.00
  ***********************************************************************************************************************
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REPORT NO: F

9302-001 FE

 138 FED. A
  F05359 AG

  9302-001
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REPORT NO: FMBL815-1                     OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE  3052
                                                  HIGHWAY DIVISION                                    RUN 10/03/91   1:46
                                               SUMMARY BILLING REPORT

                                                                 -------------EXPENDITURE TOTAL--------  ---------BILLING---
                                                                 FHWA PARTICIPATING   NON-PARTICIPATING      CALCULATIONS
 9300-010 FEDERAL PROJECT

  177 FED. APPR.: INTERSTATE TSF
   F03800 AGREEMENT  BILLING PERIOD: 09/05/91 TO 10 02 91  XI  -9300-010

    EA -  SUBJOB   EA-SUBJOB TITLE                              ST CLS
    ----------- -------------------------------------------- -- ----

    C10134  -000 NW GLISAN-NW COUCH ST                         04 C          235,856.43
    C10134  -001 NW GLISAN- NW COUCH ST                        04 C                              134,737.86
    C10134  -010 NW GLISAN-NW COUCH ST                         04 C                                 299.85
    C10134  -011 NW GLISAN-NW COUCH ST                         04 C        1,429,215.23
                                                                      ------------------  ------------------
   F03800                                      EXPENDITURE TOTAL       1,665,071.66   +      135,037.71   =     1,800,109.37
                           TOTAL PARTICIPATING CE:        227,733.37
                         MAXIMUM PARTICIPATING CE:        231,156.00
                                                     ------------------
                                         EXCESS CE.             0.00             0.00                                   0.00
                                                                      ------------------  ------------------  ------------------
                   EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:  1,665,071.66   +      135,037.71   =     1,800,109.37
                                                                                                               ==================

   F03800-00 FEDERAL HIGHWAY                          NO: 36275     -00
             FHWA AUTHORIZED AMOUNT:      1,415,500.00        PERCENT:        85.00%
             FHWA SHARE                                                   1,415,310.91                         =     1,415,310.91
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                     1,415,310.91
                                                                                                               ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                    0.00
                                                                                                               ==================
                                                                      ------------------  ------------------
   F03800 AGREEMENT                        EXPENDITURE TOTAL LESS: FHWA SHARE  249,760.75  +      135,037.71   =       384,798.46
                                                                                                               ==================

   F03800-01 OREGON STATE TREASURY                    NO: 0000132900-59
             AUTHORIZED AMOUNT:           215,307.95   AUTHORIZED PERCENT:       100.00%            100.00%
             CUSTOMER SHARE                                                  249,760.75   +      135,037.71   =       384,798.46
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                   215,307.95
             LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                   169,490.51
                                                                                                               ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                0.00
                                                                                                               ==================
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REPORT NO: FMB

9301-002 FEDE

 178 FED. APP
  F06928 AGRE

   EA -  SUBJ
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   C10143  -0

  F06928

  F06928-00 F
            F
            F
            L
            F

  F06928 AGRE

  F06928-01 C
            E
            C
            L
            C

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 178 FED. APP
 *          FH
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REPORT NO: FMBL815-1                    OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE  3053
                                                 HIGHWAY DIVISION                                    RUN 10/03/91  1:46
                                              SUMMARY BILLING REPORT

                                                                    -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                    FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

9300-010 FEDERAL PROJECT

 177 FED. APPR.: INTERSTATE TSF
  F03847 AGREEMENT  BILLING PERIOD: 09/05/91 TO 10 02 91  XI  -9300-010

   EA -  SUBJOB   EA-SUBJOB TITLE                           ST CLS
   ------------ ---------------------------------------- -- ----

   C09748  -040 WILL R.(STEEL BR & RAMPS) GLISAN ST RAMP    04 C                                 182.55
   C09748  -041 WILL R(STEEL BR & RAMPS) GLISAN ST RAMP     04               569,285.20
                                                                    ------------------  ------------------
   F03847                                   EXPENDITURE TOTAL        569,285.20  +               182.55  =       569,467.75
                       TOTAL PARTICIPATING CE:          15,144.92
                     MAXIMUM PARTICIPATING CE:          79,079.00
                                                --------  ---------
                                    EXCESS CE:              0.00           0.00                                        0.00
                                                                    ------------------  ------------------  ------------------
                      EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:   569,285.20  +               182.55  =       569,467.75
                                                                                                            ==================

   F03847-00 FEDERAL HIGHWAY                        NO: 72775     -00
             FHWA AUTHORIZED AMOUNT:        487,160.00        PERCENT:        85.00%
             FHWA SHARE                                                   483,892.42                        =       483,892.42
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                     483,892.42
                                                                                                            ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                   0.00
                                                                                                            ==================
                                                                    ------------------  ------------------
   F03847 AGREEMENT                  EXPENDITURE TOTAL LESS: FHWA SHARE     85,392.78  +               182.55  =        85,575.33
                                                                                                            ==================

   F03847-01 OREGON STATE TREASURY                  NO: 0000132900-59
             AUTHORIZED AMOUNT:          84,692.05   AUTHORIZED PERCENT:     100.00%              100.00%
             CUSTOMER SHARE                                                85,392.78  +               182.55  =        85,575.33
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                  84,692.05
             LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                     883.28
                                                                                                            ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                               0.00
                                                                                                            ==================
REPORT NO: FMBL815-1                    OREGON DEPARTMENT OF TRANSFORTATION                                    PAGE  3044
                                                  HIGHWAY DIVISION                                      RUN 10/03/91  1:46
                                               SUMMARY BILLING REPORT

                                                                    -------------EXPENDITURE TOTAL--------  ---------BILLING---
                                                                    FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

 9300-009 FEDERAL PROJECT

  177 FED. APPR.: INTERSTATE TSF
   F03786 AGREEMENT  BILLING PERIOD: 09/05/91 TO 10 02 91  XI  -9300-009

    EA -  SUBJOB   EA-SUBJOB TITLE                         ST CLS
    ------------ ---------------------------------------- -- ----

    C7261947-021 NW GLISAN ST-NW COUCH ST (PORTLAND)      02 C            30,255.06
                                                                    ------------------  ------------------
   F03786                                        EXPENDITURE TOTAL        30,255.06  +             0.00  =        30,255.06
                                                                    ------------------  ------------------  ------------------
                  EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:     30,255.06  +             0.00  =        30,255.06
                                                                                                            ==================

   F03786-00 FEDERAL HIGHWAY                     NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:       33,529.06         PERCENT:        85.00%
             FHWA SHARE                                                   25,716.80                       =        25,716.80
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                   25,716.80
                                                                                                            ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                0.00
                                                                                                            ==================
                                                                    ------------------  ------------------
   F03786 AGREEMENT              EXPENDITURE TOTAL LESS: FHWA SHARE        4,538.26  +             0.00  =         4,538.26
                                                                                                            ==================

   F03786-01 CITY OF PORTLAND                    NO: 0001060460-00
             ESTIMATED  AMOUNT:           999.00   AUTHORIZED PERCENT:      100.00%            100.00%
             CUSTOMER SHARE                                                4,538.26                       =         4,538.26
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                4,538.26
                                                                                                            ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                            0.00
                                                                                                            ==================
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REPORT NO

9300-010

580 FED.
F04996

EA -
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C10*34

F04996



F04996-



F04996

F04996-



580 FED.
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REPORT NO: FMBL815-1                 OREGON DEPARTMENT OF TRANSPORTATION                              PAGE  3049
                                             HIGHWAY DIVISION                                 RUN 10/03/91   1:46
                                          SUMMARY BILLING REPORT

                                                                    -------------EXPENDITURE TOTAL--------  ---------BILLING---
                                                                    FHWA PARTICIPATING   NON-PARTICIPATING      CALCULATIONS

 9300-009 FEDERAL PROJECT

  580 FED. APPR.: INTERS TSFR GRNT
   F03587 AGREEMENT  BILLING PERIOD: 09/05/91 TO 10 02 91  XIO -9300-009

    EA -  SUBJOB   EA-SUBJOB TITLE                          ST CLS
    ------------ ------------------------------------------ -- ----

    C7261947-000 NW GLISAN-NW COUCH                         02 R          8,267.20
    C7261947-010 NW GLISAN-NW COUCH                         02 C                              226.85
    C7261947-011 NW GLISAN-NW COUCH                         02 R          7,579.95-
                                                                    ----------------  ----------------
   F03587                                    EXPENDITURE TOTAL              687.25  +          226.85  =          914.10
                                                                    ----------------  ----------------  -----------------
                    EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:     687.25  +          226.85  =          914.10
                                                                                                        =================
   F03587-00 FEDERAL HIGHWAY                        NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:        1,500.00       PERCENT:          85.00%
             FHWA SHARE                                                     584.16                     =          584.16
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  584.16
                                                                                                        -----------------
             FHWA CURRENT BILLING AMOUNT                                                                            0.00
                                                                                                        =================
                                                                    ----------------  ----------------
   F03587 AGREEMENT                EXPENDITURE TOTAL LESS: FHWA SHARE       103.09  +          226.85  =          329.94
                                                                                                        =================
   F03587-01 CITY OF PORTLAND                       NO: 0001060460-00
             ESTIMATED  AMOUNT:    999,999,999.00  AUTHORIZED PERCENT:     100.00%           100.00%
             CUSTOMER SHARE                                                 103.09  +          226.85  =          329.94
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                              329.94
                                                                                                        -----------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                        0.00
                                                                                                        =================
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REPORT NO: FMBL815-1                    OREGON DEPARTMENT OF TRANSPORTATION                                      PAGE  3047
                                                  HIGHWAY DIVISION                                        RUN 10/03/91  1:46
                                               SUMMARY BILLING REPORT

                                                                  -------------EXPENDITURE TOTAL--------  ---------BILLING---
                                                                  FHWA PARTICIPATING  NON-PARTICIPATING     CALCULATIONS

 9300-009 FEDERAL PROJECT

  178 FED. APPR.: INTERSTATE TSF
   F04884 AGREEMENT  BILLING PERIOD: 09/05/91 TO 10 02 91  XI  -9300-009

    EA -  SUBJOB   EA-SUBJOB TITLE                              ST CLS
    ------------ ------------------------------------------ -- ----

    C3261088-000 NW GLISAN ST - NW CO                           07 C              317.69
    C3261088-021 NW GLISAN ST-NW COUCH ST                       07 C            71,601.94
                                                                         ------------------  ------------------
   F04884                                          EXPENDITURE TOTAL       71,919.63  +               0.00  =        71,919.63
                                                                         ------------------  ------------------  ------------------
             EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:           71,919.63  +               0.00  =        71,919.63
                                                                                                                 ==================

   F04884-00 FEDERAL HIGHWAY                           NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:        128,696.00     PERCENT:            85.00%
             FHWA SHARE                                                    61,131.68                            =        61,131.68
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                         61,131.68
                                                                                                                 ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                      0.00
                                                                                                                 ==================
                                                                         ------------------  ------------------
   F04884 AGREEMENT                EXPENDITURE TOTAL LESS: FHWA SHARE      10,787.95  +               0.00  =        10,787.95
                                                                                                                 ==================

   F04884-01 CITY OF PORTLAND                          NO: 0001060460-00
             ESTIMATED  AMOUNT:    999,999,999.99   AUTHORIZED PERCENT:           100.00%            100.00%
             CUSTOMER SHARE                                                10,787.95                            =        10,787.95
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                     10,787.95
                                                                                                                 ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                  0.00
                                                                                                                 ==================
   ••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••
   178 FED. APPR: INTERSTATE TSF                              TOTAL        71,919.63  +               0.00  =        71,919.63
  •          FHWA AUTHORIZED AMOUNT:        128,696.00
  •          FHWA SHARE                                                    61,131.68                            =        61,131.68
  •          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                         61,131.68
  •                                                                                                              ------------------
  •          FHWA CURRENT BILLING AMOUNT                                                                                      0.00
  ••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••••
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A 15

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REPORT NO: FMBL815-1                   OREGON DEPARTMENT OF TRANSPORTATION
                                               HIGHWAY DIVISION                                            PAGE  3050
                                            SUMMARY BILLING REPORT                          RUN 10/03/91   1:46

                                                                  -------------EXPENDITURE TOTAL--------  ----------BILLING---
                                                                  FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9300-009 FEDERAL PROJECT

  580 FED. APPR.: INTERS TSFR GRNT
   F03914 AGREEMENT  BILLING PERIOD: 09/05/91 TO 10 02 91  XIO -9300-009

    EA -  SUBJOB   EA-SUBJOB TITLE                            ST CLS
    ------------ ---------------------------------------- -- ----

    C3261088-000 NW GLISAN ST - NW CO                          07 C              941.21
    C3261088-011 NW GLISAN ST - NW COUCH ST                    07 C            2,114.41
                                                                     -----------------  -----------------
   F03914                                        EXPENDITURE TOTAL             3,055.62  +             0.00  =          3,055.62
                                                                     -----------------  -----------------  -----------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:              3,055.62  +             0.00  =          3,055.62
                                                                                                           =================
   F03914-00 FEDERAL HIGHWAY                          NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:          8,321.00          PERCENT:         85.00%
             FHWA SHARE                                                        2,597.27                      =          2 597.27
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                        2,597.27
                                                                                                           -----------------
             FHWA CURRENT BILLING AMOUNT                                                                                    0.00
                                                                                                           =================
                                                                     -----------------  -----------------
   F03914 AGREEMENT                   EXPENDITURE TOTAL LESS: FHWA SHARE         458.35  +             0.00  =            458.35
                                                                                                           =================
   F03914-01 CITY OF PORTLAND                         NO: 0001060460-00
             ESTIMATED  AMOUNT:          99,999.99    AUTHORIZED PERCENT:        100.00%            100.00%
             CUSTOMER SHARE                                                      458.35                      =            458.35
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                      458.35
                                                                                                           -----------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                0.00
                                                                                                           =================
  ***********************************************************************************************************************
  580 FED. APPR: INTERS TSFR GRNT                        TOTAL             189,178.15  +           226.85  =        189,405.00
  *          FHWA AUTHORIZED AMOUNT:        167,441.00
  *          FHWA SHARE                                                     160,801.41                      =        160,801.41
  *          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                     160,801.41
  *                                                                                                        -----------------
  *          FHWA CURRENT BILLING AMOUNT                                                                                    0.00
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REPORT NO

9301-002
178 FED.
F04208
EA -
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C10143
F04208

F04208-

F04208
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10,134

Oregon

DEPARTMENT OF
TRANSPORTATION

February 21, 1991

Mr. Richard Schmidt
City Engineer
Attention: Dave Hill
Bureau of Transportation Engineering
Room 302, 1120 S. W. Fifth
Portland, OR 97204-1971

FILE CODE:
PRO

Subject: N. W. Glisan Street-N. W. Couch Street
N. W. Front Avenue

Dear Mr. Schmidt:

In review of the accounting records for the subject project, I find a discrepancy between the city's share of the project cost and the advance deposits previously submitted. The city's current share of the project cost is calculated as follows:

Preliminary Engineering EA No. 726-1947 and 426-1960 IX-9300(9)

	Participating	Nonparticipating
Work Performed by City	$ 206,335.17	$
Work Performed by State	30,942.31	226.85
Total P.E. Cost	$ 237,277.48	$ 226.85
Less Federal Funds (85%)	-201,685.86	
Subtotal	$ 35,591.62	$ 226.85
Total City's Share of P.E. Cost	$ 35,818.47	
Less Credit for Work Performed by City	-30,950.28	
Balance Due From City	$ 4,868.19	

Utility Relocation EA No. C326-1088

	Participating
Construction	$ 74,975.25
Construction Engineering-City	18,455.66

Transportation Building
Salem, OR 97310

731-0146 (12-90)

Total Utility Relocation Cost	$ 93,430.91
Less Federal Funds	-79,416.27
Less Credit for Work Performed by City	-2,768.35
Balance Due From City	$ 11,246.29

Construction IX-9300(10)

	Participating	Nonparticipating
N. W. Glisan-N.W. Couch (EA No. C10134)	$ 1,757,679.71	$ 135,037.71
Steel Bridge Ramps (EA No. C09748)	569,879.01	182.55
Total Construction Cost	$ 2,327,558.72	$ 135,220.26
Less Federal Funds	-1,978,424.91	
Subtotal	$ 349,133.81	$ 135,220.26
Total City's Share of Construction Cost	$ 484,354.07	
Less City's Advance Deposit AD #85-55	-300,000.00	
Balance Due From City	$ 184,354.07	

Summary - Balance Due From City

Preliminary Engineering	$ 4,868.19
Utility Relocation	11,246.29
Construction	184,354.07
Total Due From City	$ 200,468.55

Please increase your deposit by $200,470 to cover the city's additional share of cost. A final itemized statement will be prepared upon completion of the project audit and final voucher.

Sincerely,

Steve Specht

Steve Specht
Urban Programs Coordinator
Program Section

bc w/AD #91-12: Marty Andersen, Region 1
Don Aman, Program Section
Bob Warberg, Accounting - Please return completed AD #91-12 when deposit has been received

SS223.PK

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                       JOB COST SUMMARY RUN ON [redacted]
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 02/02/91
                         FOR EXPENDITURE ACCOUNT C10134

                                              CREW   MSA          CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--       ------ -------- ---------- ------ -----          -------        ----------
C10134   000    010      001        0521                                      10.09
C10134   000    010      001        0812                                     104.76
C10134   000    010      001        0813                                     402.19
C10134   000    010      001        0814                                   1,192.69
C10134   000    010      001        0821                                     299.68
OBJ-DETAIL 001                                                             2,009.41

C10134   000    010      030        0813                                     128.69
OBJ-DETAIL 030                                                               128.69

ACTIVITY   010                                                             2,138.10 SUBTOTAL

C10134   000    040      001        0830   SF                                139.44
OBJ-DETAIL 001                                                               139.44

C10134   000    040      548        0966   SF                                 28.00
OBJ-DETAIL 548                                                                28.00

ACTIVITY   040                                                               167.44 SUBTOTAL

C10134   000    050      001        0570                                     372.58
OBJ-DETAIL 001                                                               372.58

C10134   000    050      100        0570                                       4.00
OBJ-DETAIL 100                                                                 4.00

ACTIVITY   050                                                               376.58 SUBTOTAL

C10134   000    144      341        1010   SF09                              595.37
OBJ-DETAIL 341                                                               595.37

ACTIVITY   144                                                               595.37 SUBTOTAL ✓

C10134   000    899      001        0521                                      17.89
C10134   000    899      001        1083                                      11.46
OBJ-DETAIL 001                                                                29.35

C10134   000    899      130        8200                                      83.92
C10134   000    899      130        9997                                     372.23
OBJ-DETAIL 130                                                               456.15

C10134   000    899      136        0500                                       8.40

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,134

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                          JOB COST SUMMARY RUN ON  02-08-91
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C10134

                                            CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--        ------ -------- ---------- ------ -----         -------        ----------
OBJ-DETAIL 136                                                                8.40

C10134    000    899      192        9999                                     5.92
OBJ-DETAIL 192                                                                5.92

C10134    000    899      302        R
C10134    000    899      302        1010   SF11                            -289.18
OBJ-DETAIL 302                                                             -289.18

C10134    000    899      338        1010   SF11                           5,783.66
OBJ-DETAIL 338                                                            5,783.66

C10134    000    899      456        1000                                   112.70
OBJ-DETAIL 456                                                              112.70

C10134    000    899      504        1000                                    20.34
C10134    000    899      504        7420                                     6.17
OBJ-DETAIL 504                                                               26.51

C10134    000    899      550        8213                                     9.20
C10134    000    899      550        8215                                 1,250.55
OBJ-DETAIL 550                                                            1,259.75

C10134    000    899      551        9997                                    16.00
OBJ-DETAIL 551                                                               16.00

C10134    000    899      553        0530                                      .99
OBJ-DETAIL 553                                                                 .99

C10134    000    899      555        0512                                     3.95
C10134    000    899      555        0521                                    97.76
C10134    000    899      555        0531                                    45.06
C10134    000    899      555        9999                                    72.46
OBJ-DETAIL 555                                                              219.23

ACTIVITY   899                                                            7,629.48 SUBTOTAL

C10134    000    900      001        1083                                   688.93
C10134    000    900      001        1094                                 1,699.29
C10134    000    900      001        8007                                    64.90
OBJ-DETAIL 001                                                            2,453.12

C10134    000    900      130        1000                                   214.16

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C10134

                                                CREW    MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----         -------        ----------
C10134    000     900       130         9997                                       66.26
 OBJ-DETAIL 130                                                                   280.42

C10134    000     900       195         9999                                      417.54
 OBJ-DETAIL 195                                                                   417.54

C10134    000     900       341         1010
 OBJ-DETAIL 341

C10134    000     900       548         1094                                       78.00
 OBJ-DETAIL 548                                                                    78.00

C10134    000     900       550         1094                                       60.00
C10134    000     900       550         8215                                       13.20
 OBJ-DETAIL 550                                                                    73.20

C10134    000     900       551         1094                                      965.00
 OBJ-DETAIL 551                                                                   965.00

C10134    000     900       555         9999                                      101.45
 OBJ-DETAIL 555                                                                   101.45

C10134    000     900       598         0523                                 -134,708.86
 OBJ-DETAIL 598                                                              -134,708.86

ACTIVITY   900                                                               -130,340.13 SUBTOTAL

C10134    000     901       001         7200                                      576.45
C10134    000     901       001         7331                                       24.87
C10134    000     901       001         7420                                      193.30
C10134    000     901       001         7460                                      179.17
 OBJ-DETAIL 001                                                                   973.79

C10134    000     901       030         7331                                       37.30
 OBJ-DETAIL 030                                                                    37.30

C10134    000     901       150         7400                                        1.94
 OBJ-DETAIL 150                                                                     1.94

C10134    000     901       341         1010                                  116,577.25
C10134    000     901       341         1090                                  203,071.93
 OBJ-DETAIL 341                                                               319,649.18

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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14-9300 (10)

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                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C10134

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C10134   000    901      504        7361                                 25.49
C10134   000    901      504        7420                                 13.45
C10134   000    901      504        7460                                  5.00
OBJ-DETAIL 504                                                           43.94

ACTIVITY   901                                                      320,706.15 SUBTOTAL

C10134   000    903      001        7420                                 21.48
OBJ-DETAIL 001                                                           21.48

ACTIVITY   903                                                           21.48 SUBTOTAL

C10134   000    905      001        7363                                 43.02
OBJ-DETAIL 001                                                           43.02

ACTIVITY   905                                                           43.02 SUBTOTAL

C10134   000    914      001        1090                                 42.96
C10134   000    914      001        7700                                232.58
OBJ-DETAIL 001                                                          275.54

ACTIVITY   914                                                          275.54 SUBTOTAL

C10134   000    915      001        7114                              1,005.44
OBJ-DETAIL 001                                                        1,005.44

C10134   000    915      504        7114                                347.88
OBJ-DETAIL 504                                                          347.88

ACTIVITY   915                                                        1,353.32 SUBTOTAL

C10134   000    920      001        0612                                 74.12
C10134   000    920      001        0631                                236.25
C10134   000    920      001        7142                                 65.34
OBJ-DETAIL 001                                                          375.71

ACTIVITY   920                                                          375.71 SUBTOTAL

C10134   000    921      136        0500                              1,784.10
OBJ-DETAIL 136                                                        1,784.10

ACTIVITY   921                                                        1,784.10 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                               JOB COST SUMMARY RUN ON  02-08-91
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 02/02/91
                                 FOR EXPENDITURE ACCOUNT C10134
                                                CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----        -------       ----------
C10134    000    932      001        7700                                   73.09
OBJ-DETAIL 001                                                              73.09

ACTIVITY   932                                                              73.09 SUBTOTAL

C10134    000    940      001        8213                                  470.98
C10134    000    940      001        8214                               11,946.49
C10134    000    940      001        8215                                1,510.56
C10134    000    940      001        8221                                   44.38
C10134    000    940      001        8223                                   16.54
OBJ-DETAIL 001                                                          13,988.95

C10134    000    940      030        8214                                   22.91
OBJ-DETAIL 030                                                              22.91

C10134    000    940      032        8214                                   81.53
OBJ-DETAIL 032                                                              81.53

C10134    000    940      548        8215                                   21.00
OBJ-DETAIL 548                                                              21.00

C10134    000    940      550        8213                                   70.60
C10134    000    940      550        8215                                  338.60
OBJ-DETAIL 550                                                             409.20

C10134    000    940      551        1094                                  494.00
C10134    000    940      551        8011                                   16.00
C10134    000    940      551        8014                                   19.00
C10134    000    940      551        8042                                  294.00
C10134    000    940      551        8051                                   24.72
C10134    000    940      551        8213                                  111.00
C10134    000    940      551        8214                                3,219.50
C10134    000    940      551        8215                                4,131.00
C10134    000    940      551        9997                                7,778.39
OBJ-DETAIL 551                                                          16,087.61

ACTIVITY   940                                                          30,611.20 SUBTOTAL

C10134    000    960      136        0500                                    3.34
OBJ-DETAIL 136                                                               3.34

ACTIVITY   960                                                               3.34 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                           FOR EXPENDITURE ACCOUNT C10134

                                           CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--       ------ -------- ---------- ------ -----         -------       ----------
C10134   000    990      001        0515                                     9.18
C10134   000    990      001        0521                                    30.56
OBJ-DETAIL 001                                                              39.74

C10134   000    990      555        0531                                     2.90
OBJ-DETAIL 555                                                               2.90

ACTIVITY   990                                                              42.64 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                235,856.43

C10134   001    899      900        1000                                    29.00
OBJ-DETAIL 900                                                              29.00

ACTIVITY   899                                                              29.00 SUBTOTAL

C10134   001    900      598        0523                               134,708.86
OBJ-DETAIL 598                                                         134,708.86

ACTIVITY   900                                                         134,708.86 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                134,737.86

C10134   010    201      349        1010                                   103.22
OBJ-DETAIL 349                                                             103.22

ACTIVITY   201                                                             103.22 SUBTOTAL

C10134   010    899      130        9997                                     8.43
OBJ-DETAIL 130                                                               8.43

C10134   010    899      300        1010                                   172.67
OBJ-DETAIL 300                                                             172.67

C10134   010    899      900        9997                                    15.53
OBJ-DETAIL 900                                                              15.53

ACTIVITY   899                                                             196.63 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                    299.85

C10134   011    010      001        0521                                     5.39

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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N.P.

N.P.

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                    JOB COST SUMMARY RUN ON  02-08-91
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 02/02/91
                       FOR EXPENDITURE ACCOUNT C10134

                                          CREW   MSA          CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 001                                                                    5.39

ACTIVITY   010                                                                    5.39 SUBTOTAL

C10134    011    040      341        1010   SF03                              7,023.08
OBJ-DETAIL 341                                                                7,023.08

ACTIVITY   040                                                                7,023.08 SUBTOTAL

C10134    011    050      001        0500                                        68.49
C10134    011    050      001        0570                                        46.57
OBJ-DETAIL 001                                                                  115.06

ACTIVITY   050                                                                  115.06 SUBTOTAL

C10134    011    140      341        1010   SF01                              3,703.63
OBJ-DETAIL 341                                                                3,703.63

ACTIVITY   140                                                                3,703.63 SUBTOTAL

C10134    011    143      341        1010   SF12                              3,333.26
OBJ-DETAIL 341                                                                3,333.26

ACTIVITY   143                                                                3,333.26 SUBTOTAL

C10134    011    159      490        1000   SF                                1,175.00
OBJ-DETAIL 490                                                                1,175.00

ACTIVITY   159                                                                1,175.00 SUBTOTAL

C10134    011    201      300        1010                                     5,360.84
OBJ-DETAIL 300                                                                5,360.84

ACTIVITY   201                                                                5,360.84 SUBTOTAL

C10134    011    899      001        0515                                         9.18
C10134    011    899      001        0521                                        31.26
OBJ-DETAIL 001                                                                   40.44

C10134    011    899      199        1010                                       588.21
OBJ-DETAIL 199                                                                  588.21

C10134    011    899      299        0631                                   235,294.13 ***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C10134

                                            CREW   MSA         CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--       ------ -------- ---------- ------ -----        -------       ----------
OBJ-DETAIL 299                                                        235,294.13

C10134   011    899      300        1010                            1,401,625.60
OBJ-DETAIL 300                                                      1,401,625.60

C10134   011    899      302        R                                   5,700.29
OBJ-DETAIL 302                                                          5,700.29

C10134   011    899      336        1010   SF10                        71,097.00
OBJ-DETAIL 336                                                         71,097.00

C10134   011    899      338        1010   SF11                        14,897.06
OBJ-DETAIL 338                                                         14,897.06

C10134   011    899      341        1010   SF08                         3,609.65
OBJ-DETAIL 341                                                          3,609.65

C10134   011    899      598        0631                             -327,902.18
OBJ-DETAIL 598                                                       -327,902.18

ACTIVITY   899                                                      1,404,950.20 SUBTOTAL

C10134   011    900      001        0515                                    9.18
OBJ-DETAIL 001                                                              9.18

C10134   011    900      130        1000                                   56.90
C10134   011    900      130        9997                                   79.41
OBJ-DETAIL 130                                                            136.31

C10134   011    900      341        1010                                2,352.51
C10134   011    900      341        1010   SF15                           216.15
C10134   011    900      341        1010   SF16                           107.00
OBJ-DETAIL 341                                                          2,675.66

ACTIVITY   900                                                          2,821.15 SUBTOTAL

C10134   011    901      001        0522                                    8.74
OBJ-DETAIL 001                                                              8.74

ACTIVITY   901                                                              8.74 SUBTOTAL

C10134   011    983      341        1010   SF16                           668.14

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C10134

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 341                                                          668.14

ACTIVITY   983                                                          668.14 SUBTOTAL

C10134   011    990      001        0515                                  9.18
C10134   011    990      001        0521                                 32.39
C10134   011    990      001        0524                                  9.00
OBJ-DETAIL 001                                                           50.57

C10134   011    990      008        0515                                   .17
OBJ-DETAIL 008                                                             .17

ACTIVITY   990                                                           50.74 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                           1,429,215.23

C10134   021    899      598        0631                             88,081.18
OBJ-DETAIL 598                                                       88,081.18

ACTIVITY   899                                                       88,081.18 SUBTOTAL

SUB-JOB    021 SUBTOTAL                                              88,081.18

C10134   031    899      299        0631                           -235,294.13 ***
OBJ-DETAIL 299                                                     -235,294.13

C10134   031    899      598        0631                            239,821.00
OBJ-DETAIL 598                                                      239,821.00

ACTIVITY   899                                                        4,526.87 SUBTOTAL

SUB-JOB    031 SUBTOTAL                                               4,526.87

EA         C10134 TOTAL                                           1,892,717.42


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      1

                        JOB COST SUMMARY RUN ON [redacted]
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                         FOR EXPENDITURE ACCOUNT C4261960

                                          CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------      ----------
C4261960 011     899      299        0100                                98,824.42 ***
C4261960 011     899      299        1096                                28,079.99 ***
OBJ-DETAIL 299                                                          126,904.41

C4261960 011     899      598        0631                                -1,764.71
OBJ-DETAIL 598                                                           -1,764.71

C4261960 011     899      710        1096                                60,295.58
OBJ-DETAIL 710                                                           60,295.58

ACTIVITY    899                                                         185,435.28 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                185,435.28

C4261960 021     899      299        1096                                 2,870.29 ***
OBJ-DETAIL 299                                                            2,870.29

C4261960 021     899      598        0631                                 1,764.71
OBJ-DETAIL 598                                                            1,764.71

C4261960 021     899      710        1096                                16,264.89
OBJ-DETAIL 710                                                           16,264.89

ACTIVITY    899                                                          20,899.89 SUBTOTAL

SUB-JOB     021 SUBTOTAL                                                 20,899.89

C4261960 090     899      299                                            98,824.42 ***
C4261960 090     899      299        0100                              -296,473.26 ***
C4261960 090     899      299        0521                               197,648.84 ***
OBJ-DETAIL 299

ACTIVITY    899                                                                    SUBTOTAL

SUB-JOB     090 SUBTOTAL

EA          C4261960 TOTAL                                              206,335.17


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      1

                          JOB COST SUMMARY RUN ON [redacted]
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C4261951

                                                CREW   MSA           CURRENT         BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--       ------ -------- ---------- ------ -----         -------         ----------
C4261951 011    899      299        0100                                  11,378.95 ***
C4261951 011    899      299        1090                                     598.70 ***
C4261951 011    899      299        1096                                   2,122.61 ***
OBJ-DETAIL 299                                                            14,100.26

C4261951 011    899      710        1090                                   2,118.91
C4261951 011    899      710        1096                                     649.17
OBJ-DETAIL 710                                                             2,768.08

ACTIVITY    899                                                           16,868.34 SUBTOTAL

C4261951 011    901      710        1090                                   1,388.28
OBJ-DETAIL 710                                                             1,388.28

ACTIVITY    901                                                            1,388.28 SUBTOTAL

C4261951 011    960      332        1090                                     199.04
OBJ-DETAIL 332                                                               199.04

ACTIVITY    960                                                              199.04 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                  18,455.66

C4261951 090    899      299                                              11,378.95 ***
C4261951 090    899      299        0100                                 -34,136.85 ***
C4261951 090    899      299        0521                                  22,757.90 ***
OBJ-DETAIL 299

ACTIVITY    899                                                                     SUBTOTAL

SUB-JOB     090 SUBTOTAL

EA          C4261951 TOTAL                                                18,455.66


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      1

                         JOB COST SUMMARY RUN ON [redacted]
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C3261088

                                                 CREW    MSA             CURRENT          BALANCE TO
EA           SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD              MONTH              DATE
--           ------ -------- ---------- ------ -----             -------          ----------
C3261088 000     050          001          0570                                                279.42
OBJ-DETAIL 001                                                                                      279.42

ACTIVITY    050                                                                                     279.42 SUBTOTAL

C3261088 000     286          001          7700                                                 84.72
OBJ-DETAIL 001                                                                                       84.72

ACTIVITY    286                                                                                      84.72 SUBTOTAL

C3261088 000     899          504          7200                                                593.90
OBJ-DETAIL 504                                                                                      593.90

ACTIVITY    899                                                                                     593.90 SUBTOTAL

C3261088 000     914          001          7700                                                222.37
OBJ-DETAIL 001                                                                                      222.37

ACTIVITY    914                                                                                     222.37 SUBTOTAL

C3261088 000     920          001          0631                                                 40.22
OBJ-DETAIL 001                                                                                       40.22

ACTIVITY    920                                                                                      40.22 SUBTOTAL

C3261088 000     932          001          7700                                                 38.27
OBJ-DETAIL 001                                                                                       38.27

ACTIVITY    932                                                                                      38.27 SUBTOTAL

SUB-JOB      000 SUBTOTAL                                                                        1,258.90

C3261088 011     050          001          0500                                                159.81
C3261088 011     050          001          0570                                                819.54
OBJ-DETAIL 001                                                                                      979.35

C3261088 011     050          008          0570                                                  2.16
OBJ-DETAIL 008                                                                                        2.16

C3261088 011     050          110          0570                                                 63.04
OBJ-DETAIL 110                                                                                       63.04

C3261088 011     050          112          0570                                                 56.21

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                       JOB COST SUMMARY RUN ON  02-08-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 02/02/91
                        FOR EXPENDITURE ACCOUNT C3261088

                                          CREW    MSA            CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD           MONTH             DATE
--         ------ -------- ---------- ------  -----          -------         ----------
OBJ-DETAIL 112                                                                    56.21

C3261088 011     050        114        0570                                       43.00
OBJ-DETAIL 114                                                                    43.00

ACTIVITY   050                                                                 1,143.76 SUBTOTAL

C3261088 011     206        302        R                                      -2,809.93
C3261088 011     206        302        1090    SF03                              106.73
OBJ-DETAIL 302                                                                -2,703.20

C3261088 011     206        336        1010                                   -4,030.60
OBJ-DETAIL 336                                                                -4,030.60

ACTIVITY   206                                                                -6,733.80 SUBTOTAL

C3261088 011     899        302        R                                      -3,530.42
OBJ-DETAIL 302                                                                -3,530.42

C3261088 011     899        336        1000    SF01                            9,433.48
C3261088 011     899        336        1010    SF05                           56,198.50
C3261088 011     899        336        1090    SF03                            2,134.59
C3261088 011     899        336        1090    SF04                            2,776.78
C3261088 011     899        336        7783                                   12,275.28
OBJ-DETAIL 336                                                                82,818.63

C3261088 011     899        598        0631                                  -18,219.32
OBJ-DETAIL 598                                                               -18,219.32

ACTIVITY   899                                                                61,068.89 SUBTOTAL

C3261088 011     900        598        0631                                  -53,382.62
OBJ-DETAIL 598                                                               -53,382.62

ACTIVITY   900                                                               -53,382.62 SUBTOTAL

C3261088 011     990        001        0515                                       18.18
OBJ-DETAIL 001                                                                    18.18

ACTIVITY   990                                                                    18.18 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                        2,114.41


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                         FOR EXPENDITURE ACCOUNT C3261088

                                     CREW   MSA                 CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD                 MONTH          DATE
--       ------ -------- ---------- ------ -----               -------      ----------
C3261088 021    899      598        0631                                     18,219.32
OBJ-DETAIL 598                                                               18,219.32

ACTIVITY   899                                                               18,219.32 SUBTOTAL

C3261088 021    900      598        0631                                     53,382.62
OBJ-DETAIL 598                                                               53,382.62

ACTIVITY   900                                                               53,382.62 SUBTOTAL

SUB-JOB    021 SUBTOTAL                                                      71,601.94

EA         C3261088 TOTAL                                                    74,975.25


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      1

                       JOB COST SUMMARY RUN ON  02-08-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO [redacted]
                         FOR EXPENDITURE ACCOUN  09748

                                          CREW   MSA            CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH          DATE
--        ------ -------- ---------- ------ -----          -------     ----------
C09748    000    010      001        0811                                  434.10
C09748    000    010      001        0813                                  925.04
C09748    000    010      001        0814                                   86.50
C09748    000    010      001        0821                                  492.28
OBJ-DETAIL 001                                                           1,937.92

C09748    000    010      130        8029                                   96.92
OBJ-DETAIL 130                                                              96.92

C09748    000    010      144        0811                                1,022.20
OBJ-DETAIL 144                                                           1,022.20

ACTIVITY   010                                                           3,057.04 SUBTOTAL

C09748    000    020      001        1090                                   42.32
C09748    000    020      001        8001                                  373.79
C09748    000    020      001        8029                                9,377.80
OBJ-DETAIL 001                                                           9,793.91

C09748    000    020      030        8029                                   64.43
OBJ-DETAIL 030                                                              64.43

C09748    000    020      032        8029                                  172.98
OBJ-DETAIL 032                                                             172.98

C09748    000    020      100        8029                                   98.00
OBJ-DETAIL 100                                                              98.00

C09748    000    020      102        8029                                  344.05
OBJ-DETAIL 102                                                             344.05

C09748    000    020      104        8029                                   28.50
OBJ-DETAIL 104                                                              28.50

C09748    000    020      106        8029                                   87.36
OBJ-DETAIL 106                                                              87.36

C09748    000    020      110        8029                                  109.00
OBJ-DETAIL 110                                                             109.00

C09748    000    020      112        8029                                  417.50
OBJ-DETAIL 112                                                             417.50


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     2

                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C09748
                                     CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C09748   000    020      114        8029                                318.00
OBJ-DETAIL 114                                                          318.00

C09748   000    020      250        8029                                 48.64
OBJ-DETAIL 250                                                           48.64

C09748   000    020      515        8029                                 60.00
OBJ-DETAIL 515                                                           60.00

C09748   000    020      550        8029                                 68.54
OBJ-DETAIL 550                                                           68.54

ACTIVITY   020                                                       11,610.91 SUBTOTAL

C09748   000    030      001        8029                                281.77
OBJ-DETAIL 001                                                          281.77

ACTIVITY   030                                                          281.77 SUBTOTAL

C09748   000    136      278        8029   SF                           150.53
OBJ-DETAIL 278                                                          150.53

C09748   000    136      279        8029   SF                           265.74
OBJ-DETAIL 279                                                          265.74

ACTIVITY   136                                                          416.27 SUBTOTAL

C09748   000    141      001        1047   SF                            95.16
OBJ-DETAIL 001                                                           95.16

C09748   000    141      030        1047   SF                            85.36
OBJ-DETAIL 030                                                           85.36

C09748   000    141      034        1047   SF                             1.70
OBJ-DETAIL 034                                                            1.70

C09748   000    141      440        1047   SF                            73.25
OBJ-DETAIL 440                                                           73.25

C09748   000    141      550        1047   SF                            89.00
OBJ-DETAIL 550                                                           89.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C09748

                                             CREW   MSA            CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
ACTIVITY    141                                                                344.47 SUBTOTAL

C09748    000    159      450        0921   SF                                 575.00
C09748    000    159      450        8029   SF                                  49.00
OBJ-DETAIL 450                                                                 624.00

C09748    000    159      470        8029   SF19                                18.40
OBJ-DETAIL 470                                                                  18.40

C09748    000    159      490        8029   SF                               1,000.00
OBJ-DETAIL 490                                                               1,000.00

ACTIVITY    159                                                              1,642.40 SUBTOTAL

C09748    000    193      100        1046   SF                                  11.00
OBJ-DETAIL 100                                                                  11.00

ACTIVITY    193                                                                 11.00 SUBTOTAL

C09748    000    199      001        1047   SF                               1,374.54
C09748    000    199      001        1240   SF                                 221.31
OBJ-DETAIL 001                                                               1,595.85

C09748    000    199      030        1043   SF                                 123.85
C09748    000    199      030        1047   SF                                 307.47
C09748    000    199      030        1202   SF                                 398.79
C09748    000    199      030        1204   SF                                 189.18
C09748    000    199      030        1240   SF                                 361.61
OBJ-DETAIL 030                                                               1,380.90

C09748    000    199      034        1202   SF                                   8.10
C09748    000    199      034        1204   SF                                   3.83
OBJ-DETAIL 034                                                                  11.93

C09748    000    199      106        1047   SF                                  60.00
OBJ-DETAIL 106                                                                  60.00

C09748    000    199      406        1047   SF                                  82.89
OBJ-DETAIL 406                                                                  82.89

C09748    000    199      424        0956   SF                                 539.77
OBJ-DETAIL 424                                                                 539.77


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                           FOR EXPENDITURE ACCOUNT C09748

                                               CREW   MSA         CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--         ------ -------- ---------- ------ -----        -------      ----------
C09748     000    199      438         1240   SF                           25.68
OBJ-DETAIL 438                                                             25.68

C09748     000    199      440         1047   SF                        2,201.35
OBJ-DETAIL 440                                                          2,201.35

C09748     000    199      490         1200   SF                          570.00
OBJ-DETAIL 490                                                            570.00

C09748     000    199      550         1043   SF                           16.00
C09748     000    199      550         1047   SF                          772.00
C09748     000    199      550         1202   SF                          100.20
C09748     000    199      550         1204   SF                           65.50
C09748     000    199      550         1240   SF                           99.50
OBJ-DETAIL 550                                                          1,053.20

ACTIVITY   199                                                          7,521.57 SUBTOTAL

C09748     000    250      001         1094                               175.35
OBJ-DETAIL 001                                                            175.35

ACTIVITY   250                                                            175.35 SUBTOTAL

C09748     000    286      001         0800                                91.54
C09748     000    286      001         0812                             2,603.10
C09748     000    286      001         1000                            19,408.76
C09748     000    286      001         1080                               521.75
C09748     000    286      001         1094                             1,413.52
C09748     000    286      001         7340                             1,792.65
C09748     000    286      001         8002                               360.72
C09748     000    286      001         8019                               -69.60
OBJ-DETAIL 001                                                         26,122.44

C09748     000    286      030         1000                                29.83
OBJ-DETAIL 030                                                             29.83

C09748     000    286      114         1000                               654.00
OBJ-DETAIL 114                                                            654.00

C09748     000    286      136         1000                                 4.75
OBJ-DETAIL 136                                                              4.75

C09748     000    286      146         1000                                27.91

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                             FOR EXPENDITURE ACCOUNT C09748

                                                CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 146                                                                  27.91

C09748    000    286      204         0812                                     622.88
OBJ-DETAIL 204                                                                 622.88

C09748    000    286      220         0800                                   5,502.82
C09748    000    286      220         0812                                  30,000.00
OBJ-DETAIL 220                                                              35,502.82

ACTIVITY   286                                                              62,964.63 SUBTOTAL

C09748    000    859      470         8214                                       8.00
OBJ-DETAIL 470                                                                   8.00

ACTIVITY   859                                                                   8.00 SUBTOTAL

C09748    000    899      001         8020                                     147.50
C09748    000    899      001         8029                                     983.15
OBJ-DETAIL 001                                                               1,130.65

C09748    000    899      110         8215                                       8.00
OBJ-DETAIL 110                                                                   8.00

C09748    000    899      130         7400                                       4.14
C09748    000    899      130         7450                                      46.33
C09748    000    899      130         8029                                     485.77
OBJ-DETAIL 130                                                                 536.24

C09748    000    899      134         1000                                      10.85
C09748    000    899      134         8029                                       9.60
C09748    000    899      134         9999                                     245.50
OBJ-DETAIL 134                                                                 265.95

C09748    000    899      144         8029                                     802.75
OBJ-DETAIL 144                                                                 802.75

C09748    000    899      192         7300                                      70.33
C09748    000    899      192         7340                                      47.42
OBJ-DETAIL 192                                                                 117.75

C09748    000    899      194         7300                                      41.37
C09748    000    899      194         7340
C09748    000    899      194         8004                                      16.81

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                           FOR EXPENDITURE ACCOUNT C09748

                                            CREW   MSA           CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH              DATE
--        ------ -------- ---------- ------ -----         -------         ----------
C09748    000    899      194        8029                                    1,092.87
OBJ-DETAIL 194                                                               1,151.05

C09748    000    899      199        0530                                      501.70
C09748    000    899      199        7300                                       21.78
C09748    000    899      199        7340                                        -.58
C09748    000    899      199        8004                                       15.24
C09748    000    899      199        8029                                       31.98
OBJ-DETAIL 199                                                                 570.12

C09748    000    899      240        8029                                    1,133.25
OBJ-DETAIL 240                                                               1,133.25

C09748    000    899      250        8029                                      105.00
OBJ-DETAIL 250                                                                 105.00

C09748    000    899      260        8029                                    8,400.00
C09748    000    899      260        8214                                      139.60
OBJ-DETAIL 260                                                               8,539.60

C09748    000    899      264        9999                                       75.00
OBJ-DETAIL 264                                                                  75.00

C09748    000    899      278        8029                                    1,930.16
OBJ-DETAIL 278                                                               1,930.16

C09748    000    899      279        0100                                       47.01
C09748    000    899      279        8029                                    1,633.79
OBJ-DETAIL 279                                                               1,680.80

C09748    000    899      280        8029                                      805.00
OBJ-DETAIL 280                                                                 805.00

C09748    000    899      300        8029                                   -4,227.83
OBJ-DETAIL 300                                                              -4,227.83

C09748    000    899      302        R                                     -23,409.99
OBJ-DETAIL 302                                                             -23,409.99

C09748    000    899      349        8215                                       10.70
OBJ-DETAIL 349                                                                  10.70

C09748    000    899      450        0921                                      304.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C09748

                                              CREW    MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--         ------ -------- ---------- ------ -----        -------       ----------
C09748     000     899       450        8029                                  71.00
OBJ-DETAIL 450                                                               375.00

C09748     000     899       456        8029
OBJ-DETAIL 456

C09748     000     899       470        8029                                  81.24
C09748     000     899       470        8214
OBJ-DETAIL 470                                                                81.24

C09748     000     899       490        8029                                 275.00
OBJ-DETAIL 490                                                               275.00

C09748     000     899       495        8029                                  14.34
OBJ-DETAIL 495                                                                14.34

C09748     000     899       503        0100                                  21.75
OBJ-DETAIL 503                                                                21.75

C09748     000     899       504        0100                                 158.75
C09748     000     899       504        7460                                   7.20
C09748     000     899       504        8029                                  74.36
OBJ-DETAIL 504                                                               240.31

C09748     000     899       548        0966                                  60.00
C09748     000     899       548        8029                                  63.30
OBJ-DETAIL 548                                                               123.30

C09748     000     899       550        8029                               2,918.45
C09748     000     899       550        8200                                  62.00
C09748     000     899       550        8213                                   9.20
C09748     000     899       550        8214                                 352.30
C09748     000     899       550        8215                               1,626.00
OBJ-DETAIL 550                                                             4,967.95

C09748     000     899       551        8029                                  39.00
OBJ-DETAIL 551                                                                39.00

C09748     000     899       553        0530                                   2.39
OBJ-DETAIL 553                                                                 2.39

C09748     000     899       555        0521                                 263.26
C09748     000     899       555        0531                                  44.01

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C09748

                                           CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 555                                                               307.27

C09748    000    899      566        8029                                    100.00
OBJ-DETAIL 566                                                               100.00

C09748    000    899      570        8029                                    700.00
C09748    000    899      570        9999                                    225.00
OBJ-DETAIL 570                                                               925.00

C09748    000    899      574        8200                                    541.15
OBJ-DETAIL 574                                                               541.15

C09748    000    899      600        8215                                    -10.70
OBJ-DETAIL 600                                                               -10.70

C09748    000    899      900        8029                                    160.30
OBJ-DETAIL 900                                                               160.30

ACTIVITY   899                                                              -612.50 SUBTOTAL

C09748    000    900      001        0811                                     75.09
C09748    000    900      001        1000                                    111.17
C09748    000    900      001        1070                                  3,440.94
C09748    000    900      001        1082                                    510.42
C09748    000    900      001        1083                                  6,186.08
C09748    000    900      001        1093                                  1,682.68
C09748    000    900      001        1094                                    975.36
C09748    000    900      001        1520                                     59.64
C09748    000    900      001        7340                                  2,159.66
C09748    000    900      001        7430                                    809.78
C09748    000    900      001        7440                                     51.35
C09748    000    900      001        7450                                  3,572.91
C09748    000    900      001        7460                                    398.76
C09748    000    900      001        8001                                  1,458.72
C09748    000    900      001        8002                                    477.55
C09748    000    900      001        8012                                     41.54
C09748    000    900      001        8013                                    260.27
C09748    000    900      001        8019                                    499.16
C09748    000    900      001        8023                                    787.84
C09748    000    900      001        8029                                869,160.22
C09748    000    900      001        8046                                    457.70
C09748    000    900      001        8051                                     32.88
C09748    000    900      001        8054                                    560.29

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  02-08-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                           FOR EXPENDITURE ACCOUNT C09748

                                           CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 001                                                           893,770.01

C09748    000     900       008        8029                                 -548.34
C09748    000     900       008        8054                                  -33.08
OBJ-DETAIL 008                                                              -581.42

C09748    000     900       030        1083                                   55.60
C09748    000     900       030        8026                                   51.85
C09748    000     900       030        8029                               13,967.58
C09748    000     900       030        8054                                  125.67
OBJ-DETAIL 030                                                            14,200.70

C09748    000     900       032        1094                                   26.52
C09748    000     900       032        8029                               14,870.65
OBJ-DETAIL 032                                                            14,897.17

C09748    000     900       100        8004                                    5.99
C09748    000     900       100        8029                                   25.70
OBJ-DETAIL 100                                                                31.69

C09748    000     900       104        8029                                    3.80
OBJ-DETAIL 104                                                                 3.80

C09748    000     900       106        8029                                  724.13
OBJ-DETAIL 106                                                               724.13

C09748    000     900       108        8029                                   87.00
OBJ-DETAIL 108                                                                87.00

C09748    000     900       130        8018                                   20.00
C09748    000     900       130        8029                                3,080.61
OBJ-DETAIL 130                                                             3,100.61

C09748    000     900       134        8029                                  899.98
C09748    000     900       134        9999                                  335.75
OBJ-DETAIL 134                                                             1,235.73

C09748    000     900       138        8029                                  281.16
OBJ-DETAIL 138                                                               281.16

C09748    000     900       144        8029                                  100.00
OBJ-DETAIL 144                                                               100.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                             JOB COST SUMMARY RUN ON  02-08-91
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 02/02/91
                              FOR EXPENDITURE ACCOUNT C09748
                                                  CREW    MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--         ------ -------- ---------- ------ -----       -------        ----------
C09748     000    900      146        8029                                    1.55
OBJ-DETAIL 146                                                                1.55

C09748     000    900      148        8029                                1,165.25
OBJ-DETAIL 148                                                            1,165.25

C09748     000    900      150        8026                                   73.89
C09748     000    900      150        8029                                   61.96
OBJ-DETAIL 150                                                              135.85

C09748     000    900      151        8029                                1,685.98
OBJ-DETAIL 151                                                            1,685.98

C09748     000    900      189        8029                                1,678.37
OBJ-DETAIL 189                                                            1,678.37

C09748     000    900      199        8029                                5,627.72
OBJ-DETAIL 199                                                            5,627.72

C09748     000    900      244        8029                                   66.00
OBJ-DETAIL 244                                                               66.00

C09748     000    900      246        8029                                  100.37
OBJ-DETAIL 246                                                              100.37

C09748     000    900      260        8029                               79,100.00
OBJ-DETAIL 260                                                           79,100.00

C09748     000    900      270        8029                                  105.50
OBJ-DETAIL 270                                                              105.50

C09748     000    900      276        8029                                2,152.44
OBJ-DETAIL 276                                                            2,152.44

C09748     000    900      278        8029                                7,326.07
OBJ-DETAIL 278                                                            7,326.07

C09748     000    900      279        8029                                  600.54
C09748     000    900      279        8051                                  150.23
OBJ-DETAIL 279                                                              750.77

C09748     000    900      280        8029                                3,657.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  02-08-91
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 02/02/91
                              FOR EXPENDITURE ACCOUNT C09748

                                                 CREW   MSA           CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--          ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 280
                                                                                3,657.00

C09748    000      900        400         8029
OBJ-DETAIL 400                                                                     14.82
                                                                                   14.82

C09748    000      900        438         8029
OBJ-DETAIL 438                                                                    100.80
                                                                                  100.80

C09748    000      900        440         8029
OBJ-DETAIL 440                                                                    319.66
                                                                                  319.66

C09748    000      900        450         8029
OBJ-DETAIL 450                                                                     53.29
                                                                                   53.29

C09748    000      900        456         8029
OBJ-DETAIL 456                                                                     61.27
                                                                                   61.27

C09748    000      900        470         8012                                     28.83
C09748    000      900        470         8029                                  1,785.99
OBJ-DETAIL 470                                                                  1,814.82

C09748    000      900        492         1000
OBJ-DETAIL 492                                                                    245.00
                                                                                  245.00

C09748    000      900        503         0100                                    297.70
C09748    000      900        503         8029                                  1,186.90
OBJ-DETAIL 503                                                                  1,484.60

C09748    000      900        504         0100                                     33.30
C09748    000      900        504         7460                                     43.89
C09748    000      900        504         8029                                  1,252.78
OBJ-DETAIL 504                                                                  1,329.97

C09748    000      900        515         8029
OBJ-DETAIL 515                                                                   -140.06
                                                                                 -140.06

C09748    000      900        548         0966                                     64.00
C09748    000      900        548         1094                                     31.20
C09748    000      900        548         8029                                     16.95
OBJ-DETAIL 548                                                                    112.15

C09748    000      900        550         1000                                    107.30
C09748    000      900        550         8001                                    307.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 02/02/91
                              FOR EXPENDITURE ACCOUNT C09748
                                                CREW   MSA                CURRENT          BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD              MONTH              DATE
--        ------ -------- ----------  ------ -----              -------          ----------
C09748    000     900      550         8023                                              92.00
C09748    000     900      550         8026                                               4.95
C09748    000     900      550         8029                                          33,286.11
OBJ-DETAIL 550                                                                       33,797.36

C09748    000     900      551         8029                                             245.00
OBJ-DETAIL 551                                                                          245.00

C09748    000     900      560         8029                                              28.50
OBJ-DETAIL 560                                                                           28.50

C09748    000     900      568         8029                                              35.00
OBJ-DETAIL 568                                                                           35.00

C09748    000     900      570         8029                                             389.25
C09748    000     900      570         9999                                             450.00
OBJ-DETAIL 570                                                                          839.25

C09748    000     900      584         8029                                              29.20
OBJ-DETAIL 584                                                                           29.20

C09748    000     900      590         8231                                              37.50
OBJ-DETAIL 590                                                                           37.50

ACTIVITY   900                                                                   1,071,811.58 SUBTOTAL

C09748    000     901      001         0521                                               8.74
C09748    000     901      001         0811                                              83.08
C09748    000     901      001         7331                                              60.23
C09748    000     901      001         7361                                              11.99
C09748    000     901      001         7400                                             124.34
C09748    000     901      001         7420                                           6,229.48
C09748    000     901      001         7430                                           2,018.49
C09748    000     901      001         7440                                           2,970.38
C09748    000     901      001         7450                                             160.88
C09748    000     901      001         7460                                          19,724.64
C09748    000     901      001         7611                                           4,423.45
C09748    000     901      001         7612                                             442.62
C09748    000     901      001         7615                                             326.04
C09748    000     901      001         7620                                             314.28
C09748    000     901      001         7621                                             849.77
C09748    000     901      001         8018                                             714.32

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C09748

                                     CREW   MSA                           BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       CURRENT MONTH         DATE
--       ------ -------- ---------- ------ -----       -------          ----------
OBJ-DETAIL 001                                                       38,462.73

C09748   000    901      030        7420                                649.26
C09748   000    901      030        7460                                 78.39
OBJ-DETAIL 030                                                          727.65

C09748   000    901      110        7460                                 11.25
OBJ-DETAIL 110                                                           11.25

C09748   000    901      112        7460                                 83.16
OBJ-DETAIL 112                                                           83.16

C09748   000    901      134        7400                                127.95
OBJ-DETAIL 134                                                          127.95

C09748   000    901      150        7400                                 35.04
OBJ-DETAIL 150                                                           35.04

C09748   000    901      504        7361                                  3.80
C09748   000    901      504        7420                                  6.60
C09748   000    901      504        7430                                   .60
C09748   000    901      504        7440                                  3.30
C09748   000    901      504        7460                                635.28
C09748   000    901      504        7612                                 10.60
OBJ-DETAIL 504                                                          660.18

C09748   000    901      548        0966                                192.00
OBJ-DETAIL 548                                                          192.00

ACTIVITY   901                                                       40,299.96 SUBTOTAL

C09748   000    903      001        7420                                163.37
OBJ-DETAIL 001                                                          163.37

C09748   000    903      150        7400                                  8.40
OBJ-DETAIL 150                                                            8.40

ACTIVITY   903                                                          171.77 SUBTOTAL

C09748   000    905      001        7361                                 12.57
OBJ-DETAIL 001                                                           12.57


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 02/02/91
                             FOR EXPENDITURE ACCOUNT C09748
                                                 CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----        -------       ----------
ACTIVITY    905                                                             12.57 SUBTOTAL

C09748    000    908      551        8029                                   50.00
OBJ-DETAIL 551                                                              50.00

C09748    000    908      570        9999                                   75.00
OBJ-DETAIL 570                                                              75.00

ACTIVITY    908                                                            125.00 SUBTOTAL

 09748    000    911      001        7615                                   94.67
 BJ-DETAIL 001                                                              94.67

ACTIVITY    911                                                             94.67 SUBTOTAL

C09748    000    914      001        7700                                  568.84
OBJ-DETAIL 001                                                             568.84

C09748    000    914      548        1090                                   21.60
OBJ-DETAIL 548                                                              21.60

C09748    000    914      550        1090                                  205.20
OBJ-DETAIL 550                                                             205.20

ACTIVITY    914                                                            795.64 SUBTOTAL

C09748    000    915      001        7114                                  203.82
OBJ-DETAIL 001                                                             203.82

C09748    000    915      504        7114                                    6.60
OBJ-DETAIL 504                                                               6.60

C09748    000    915      548        0966                                   32.00
OBJ-DETAIL 548                                                              32.00

ACTIVITY    915                                                            242.42 SUBTOTAL

C09748    000    920      001        0631                                   53.72
OBJ-DETAIL 001                                                              53.72

ACTIVITY    920                                                             53.72 SUBTOTAL

C09748    000    923      001        7530                                   39.12

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C09748

                                            CREW   MSA            CURRENT         BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--       ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 001                                                                 39.12

ACTIVITY   923                                                                 39.12 SUBTOTAL

C09748   000    940      001        8009                                       50.28
C09748   000    940      001        8213                                      468.63
C09748   000    940      001        8214                                    2,325.45
C09748   000    940      001        8215                                    4,028.83
C09748   000    940      001        8223                                       82.69
OBJ-DETAIL 001                                                              6,955.88

C09748   000    940      030        8009                                        9.43
C09748   000    940      030        8215                                       65.46
OBJ-DETAIL 030                                                                 74.89

C09748   000    940      280        8029                                      103.50
OBJ-DETAIL 280                                                                103.50

C09748   000    940      548        8213                                       44.00
OBJ-DETAIL 548                                                                 44.00

C09748   000    940      550        8200                                       51.60
C09748   000    940      550        8213                                       26.40
C09748   000    940      550        8215                                       26.40
OBJ-DETAIL 550                                                                104.40

C09748   000    940      551        0825                                       53.00
C09748   000    940      551        3015                                       44.00
C09748   000    940      551        8004                                       39.00
C09748   000    940      551        8027                                       65.00
C09748   000    940      551        8029                                    7,895.50
C09748   000    940      551        8046                                      248.00
C09748   000    940      551        8051                                       78.00
C09748   000    940      551        8054                                       25.00
C09748   000    940      551        8211                                    1,086.00
C09748   000    940      551        8214                                      176.00
C09748   000    940      551        8215                                    7,712.00
OBJ-DETAIL 551                                                             17,421.50

ACTIVITY   940                                                             24,704.17 SUBTOTAL

C09748   000    960      136        8029                                       47.40

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE    16

                              JOB COST SUMMARY RUN ON  02-08-91
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 02/02/91
                                FOR EXPENDITURE ACCOUNT C09748
                                                 CREW   MSA
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        CURRENT        BALANCE TO
                                                          MONTH             DATE
--         ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 136                                                                47.40

ACTIVITY   960                                                                47.40 SUBTOTAL

C09748     000    990      001        0521                                     9.00
OBJ-DETAIL 001                                                                 9.00

C09748     000    990      555        0531                                    10.27
OBJ-DETAIL 555                                                                10.27

 CTIVITY   990                                                                19.27 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                1,225,838.20

C09748     001    020      001        8029                                26,346.84
OBJ-DETAIL 001                                                            26,346.84

C09748     001    020      030        8029                                   296.98
OBJ-DETAIL 030                                                               296.98

C09748     001    020      032        8029                                   579.81
OBJ-DETAIL 032                                                               579.81

C09748     001    020      106        8029                                   159.29
OBJ-DETAIL 106                                                               159.29

C09748     001    020      250        8029
C09748     001    020      250        9999
OBJ-DETAIL 250

C09748     001    020      251        8029                                    70.00
OBJ-DETAIL 251                                                                70.00

C09748     001    020      515        8029                                    75.00
OBJ-DETAIL 515                                                                75.00

C09748     001    020      550        8029                                   190.40
OBJ-DETAIL 550                                                               190.40

ACTIVITY   020                                                            27,718.32 SUBTOTAL

C09748     001    159      456        8029   SF19                             32.46

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C09748

                                            CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 456                                                                 32.46

ACTIVITY   159                                                                 32.46 SUBTOTAL

C09748    001    286      148        1000                                     110.08
OBJ-DETAIL 148                                                                110.08

ACTIVITY   286                                                                110.08 SUBTOTAL

C09748    001    899      131        8029                                       7.20
OBJ-DETAIL 131                                                                  7.20

C09748    001    899      148        8029                                     295.00
OBJ-DETAIL 148                                                                295.00

C09748    001    899      192        8029                                       2.06
OBJ-DETAIL 192                                                                  2.06

C09748    001    899      194        8029                                     219.10
OBJ-DETAIL 194                                                                219.10

C09748    001    899      199        0530                                     166.20
OBJ-DETAIL 199                                                                166.20

C09748    001    899      270        8029                                      25.00
OBJ-DETAIL 270                                                                 25.00

C09748    001    899      329        0523                                     210.22
OBJ-DETAIL 329                                                                210.22

C09748    001    899      456        8029                                      63.51
OBJ-DETAIL 456                                                                 63.51

C09748    001    899      550        8029                                      14.40
OBJ-DETAIL 550                                                                 14.40

C09748    001    899      566        8029                                      74.82
OBJ-DETAIL 566                                                                 74.82

C09748    001    899      570        9997                                     187.50
OBJ-DETAIL 570                                                                187.50

C09748    001    899      600        8215                                      40.50

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                       JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C09748

                                         CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--         ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 600                                                                  40.50

ACTIVITY   899                                                               1,305.51 SUBTOTAL

C09748     001    900      001        8029                                   1,331.52
OBJ-DETAIL 001                                                               1,331.52

C09748     001    900      130        8029                                     331.71
OBJ-DETAIL 130                                                                 331.71

C09748     001    900      131        8029                                     149.50
OBJ-DETAIL 131                                                                 149.50

C09748     001    900      148        3100                                     132.75
C09748     001    900      148        8029                                   3,331.25
OBJ-DETAIL 148                                                               3,464.00

C09748     001    900      150        8029                                     373.15
OBJ-DETAIL 150                                                                 373.15

C09748     001    900      151        8029                                   5,534.18
OBJ-DETAIL 151                                                               5,534.18

C09748     001    900      260        8029                                   2,100.00
OBJ-DETAIL 260                                                               2,100.00

C09748     001    900      270        8029                                     407.85
C09748     001    900      270        8039                                      12.50
OBJ-DETAIL 270                                                                 420.35

C09748     001    900      280        8029                                     115.00
OBJ-DETAIL 280                                                                 115.00

C09748     001    900      456        8029                                     329.44
OBJ-DETAIL 456                                                                 329.44

C09748     001    900      470        8029                                        .91
OBJ-DETAIL 470                                                                    .91

C09748     001    900      566        8029                                      65.50
OBJ-DETAIL 566                                                                  65.50

C09748     001    900      584        8029                                     386.88

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                             FOR EXPENDITURE ACCOUNT C09748

                                                 CREW    MSA         CURRENT        BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL        NUMBER  FIELD          MONTH            DATE
--          ------  --------  ----------        ------  -----        -------       -----------
OBJ-DETAIL 584                                                                          386.88

ACTIVITY   900                                                                       14,602.14 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                              43,768.51

C09748     020     201        300                8029                                 3,000.00
OBJ-DETAIL 300                                                                        3,000.00

C09748     020     201        302                R                                   24,000.00
OBJ-DETAIL 302                                                                       24,000.00

ACTIVITY   201                                                                       27,000.00 SUBTOTAL

C09748     020     206        336                8019   SF18                          7,464.00
C09748     020     206        336                8029   SF18                        185,149.06
OBJ-DETAIL 336                                                                      192,613.06

ACTIVITY   206                                                                      192,613.06 SUBTOTAL

C09748     020     250        001                8029                                    80.65
OBJ-DETAIL 001                                                                           80.65

C09748     020     250        032                8029                                    48.24
OBJ-DETAIL 032                                                                           48.24

ACTIVITY   250                                                                          128.89 SUBTOTAL

C09748     020     286        001                0812                                    67.72
C09748     020     286        001                8002                                    27.78
C09748     020     286        001                8019                                   111.13
C09748     020     286        001                8029                                    78.70
OBJ-DETAIL 001                                                                          285.33

ACTIVITY   286                                                                          285.33 SUBTOTAL

C09748     020     899        280                8029                                   115.00
OBJ-DETAIL 280                                                                          115.00

C09748     020     899        299                8029                                 9,332.79 ***
OBJ-DETAIL 299                                                                        9,332.79

C09748     020     899        300                8029                                 4,546.18

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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NP

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                      JOB COST SUMMARY RUN ON  02-08-91
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 02/02/91
                        FOR EXPENDITURE ACCOUNT C09748

                                          CREW   MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--       ------ -------- ---------- ------ -----        -------      ----------
OBJ-DETAIL 300                                                          4,546.18

C09748   020    899      336        1090                                1,129.14
OBJ-DETAIL 336                                                          1,129.14

C09748   020    899      338        1090                                4,830.59
OBJ-DETAIL 338                                                          4,830.59

ACTIVITY   899                                                         19,953.70 SUBTOTAL

C09748   020    900      001        8002                                  138.46
C09748   020    900      001        8019                                  227.47
C09748   020    900      001        8029                                  110.20
OBJ-DETAIL 001                                                            476.13

ACTIVITY   900                                                            476.13 SUBTOTAL

SUB-JOB    020 SUBTOTAL                                               240,457.11

C09748   021    010      001        0521                                   26.48
OBJ-DETAIL 001                                                             26.48

ACTIVITY   010                                                             26.48 SUBTOTAL

C09748   021    159      490        8029   SF                           2,175.00
OBJ-DETAIL 490                                                          2,175.00

ACTIVITY   159                                                          2,175.00 SUBTOTAL

C09748   021    201      300        0814                              436,525.00
C09748   021    201      300        8029                               83,858.81
OBJ-DETAIL 300                                                        520,383.81

ACTIVITY   201                                                        520,383.81 SUBTOTAL

C09748   021    206      336        8019   SF18                        11,196.00
C09748   021    206      336        8029   SF18                       277,723.59
OBJ-DETAIL 336                                                        288,919.59

ACTIVITY   206                                                        288,919.59 SUBTOTAL

C09748   021    250      001        8029                                2,595.49

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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H.P.

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                          JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                             FOR EXPENDITURE ACCOUNT C09748

                                            CREW   MSA            CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--        ------ -------- ---------- ------ -----           -------         ----------
OBJ-DETAIL 001                                                                2,595.49

C09748    021    250      032        8029                                        82.15
OBJ-DETAIL 032                                                                   82.15

C09748    021    250      550        8029                                        22.60
OBJ-DETAIL 550                                                                   22.60

ACTIVITY   250                                                                2,700.24 SUBTOTAL

C09748    021    899      001        0521                                        34.96
OBJ-DETAIL 001                                                                   34.96

C09748    021    899      194        8029                                        80.05
OBJ-DETAIL 194                                                                   80.05

C09748    021    899      199        0530                                        38.66
C09748    021    899      199        8029                                       761.84
OBJ-DETAIL 199                                                                  800.50

C09748    021    899      299        8029                                 1,805,929.16 ***
OBJ-DETAIL 299                                                            1,805,929.16

C09748    021    899      300        8029                                 2,266,021.47
OBJ-DETAIL 300                                                            2,266,021.47

C09748    021    899      302        R                                      -23,430.80
OBJ-DETAIL 302                                                              -23,430.80

C09748    021    899      336        1090                                    37,017.91
C09748    021    899      336        1090   SF06                                663.99
OBJ-DETAIL 336                                                               37,681.90

C09748    021    899      338        1090                                   211,273.55
C09748    021    899      338        1090   SF02                            104,275.75
OBJ-DETAIL 338                                                              315,549.30

C09748    021    899      450        8029                                       139.63
OBJ-DETAIL 450                                                                  139.63

C09748    021    899      490        8029                                     1,300.00
OBJ-DETAIL 490                                                                1,300.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C09748

                                     CREW    MSA        CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH         DATE
--       ------ -------- ---------- ------ -----       -------     ----------
C09748   021    899      548        0966                                32.00
OBJ-DETAIL 548                                                          32.00

C09748   021    899      550        1090                                28.80
OBJ-DETAIL 550                                                          28.80

ACTIVITY   899                                                   4,404,166.97 SUBTOTAL

C09748   021    900      001        1090                               482.63
C09748   021    900      001        8019                               189.53
OBJ-DETAIL 001                                                         672.16

ACTIVITY   900                                                         672.16 SUBTOTAL

C09748   021    901      001        0521                               182.70
C09748   021    901      001        0522                                 8.74
OBJ-DETAIL 001                                                         191.44

ACTIVITY   901                                                         191.44 SUBTOTAL

C09748   021    914      001        1090                            18,759.42
C09748   021    914      001        8001                                41.45
C09748   021    914      001        8012                                35.67
OBJ-DETAIL 001                                                      18,836.54

C09748   021    914      030        1090                               200.97
OBJ-DETAIL 030                                                         200.97

C09748   021    914      134        8001                                11.20
OBJ-DETAIL 134                                                          11.20

C09748   021    914      550        1001                                93.30
C09748   021    914      550        1090                               470.25
C09748   021    914      550        7730                                10.20
C09748   021    914      550        8001                                 6.90
OBJ-DETAIL 550                                                         580.65

ACTIVITY   914                                                      19,629.36 SUBTOTAL

C09748   021    990      001        0521                               188.47
C09748   021    990      001        0524                                18.00
OBJ-DETAIL 001                                                         206.47


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C09748

                                             CREW    MSA        CURRENT       BALANCE TO
EA        SUBJOB  ACTIVITY  OBJ-DETAIL      NUMBER  FIELD       MONTH           DATE
--        ------  --------  ----------      ------  -----      -------       ----------
C09748    021     990       008             0515                                    .33
OBJ-DETAIL 008                                                                      .33

ACTIVITY    990                                                                  206.80 SUBTOTAL

SUB-JOB     021 SUBTOTAL                                                   5,239,071.85

C09748    030     159       130             8029    SF19                           2.50
OBJ-DETAIL 130                                                                     2.50

C09748    030     159       440             8029    SF                            65.00
OBJ-DETAIL 440                                                                    65.00

ACTIVITY    159                                                                   67.50 SUBTOTAL

C09748    030     201       302             R                                -24,000.00
OBJ-DETAIL 302                                                               -24,000.00

ACTIVITY    201                                                              -24,000.00 SUBTOTAL

C09748    030     899       299             8029                               6,260.96 ***
OBJ-DETAIL 299                                                                 6,260.96

ACTIVITY    899                                                                6,260.96 SUBTOTAL

SUB-JOB     030 SUBTOTAL                                                     -17,671.54

C09748    031     010       001             0521                                   8.74
OBJ-DETAIL 001                                                                     8.74

ACTIVITY    010                                                                    8.74 SUBTOTAL

C09748    031     159       001             8029    SF                         4,829 47
OBJ-DETAIL 001                                                                 4,829.47

C09748    031     159       438             8029    SF19                          15.30
OBJ-DETAIL 438                                                                    15.30

C09748    031     159       450             8029    SF                           494.73
C09748    031     159       450             8029    SF19                         278.49
OBJ-DETAIL 450                                                                   773.22

C09748    031     159       470             8029    SF                            59.83

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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H.P

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                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C09748

                                             CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--        ------ -------- ---------- ------ -----        -------        ----------
C09748    031    159      470        8029   SF19                            711.15
OBJ-DETAIL 470                                                              770.98

C09748    031    159      550        8029   SF                              179.50
OBJ-DETAIL 550                                                              179.50

C09748    031    159      570        8029   SF                               30.00
C09748    031    159      570        8029   SF19                             50.10
OBJ-DETAIL 570                                                               80.10

ACTIVITY    159                                                           6,648.57 SUBTOTAL

C09748    031    201      300        0814                               262,475.00
C09748    031    201      300        8029                               244,941.05
OBJ-DETAIL 300                                                          507,416.05

ACTIVITY    201                                                         507,416.05 SUBTOTAL

C09748    031    899      001        0521                                    26.22
OBJ-DETAIL 001                                                               26.22

C09748    031    899      199        8029                                   836.65
OBJ-DETAIL 199                                                              836.65

C09748    031    899      299        8029                             2,961,029.17 ***
OBJ-DETAIL 299                                                        2,961,029.17

C09748    031    899      300        8029                             2,464,781.81
OBJ-DETAIL 300                                                        2,464,781.81

C09748    031    899      302        R                                       -71.79
OBJ-DETAIL 302                                                              -71.79

C09748    031    899      334        8029                                 1,059.74
OBJ-DETAIL 334                                                            1,059.74

C09748    031    899      336        1090                                21,423.50
OBJ-DETAIL 336                                                           21,423.50

C09748    031    899      338        1090                                52,221.58
C09748    031    899      338        1090   SF02                         31,187.28
OBJ-DETAIL 338                                                           83,408.86

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  02-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                           FOR EXPENDITURE ACCOUNT C09748

                                            CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY   899                                                        5,532,494.16 SUBTOTAL

C09748   031     900       450        8029                                   39.20
OBJ-DETAIL 450                                                               39.20

ACTIVITY   900                                                               39.20 SUBTOTAL

C09748   031     901       001        0521                                   96.14
C09748   031     901       001        0522                                    8.74
OBJ-DETAIL 001                                                              104.88

ACTIVITY   901                                                              104.88 SUBTOTAL

C09748   031     990       001        0521                                   17.74
OBJ-DETAIL 001                                                               17.74

ACTIVITY   990                                                               17.74 SUBTOTAL

SUB-JOB    031 SUBTOTAL                                               6,046,729.34

C09748   040     020       001        8029                                  182.55
OBJ-DETAIL 001                                                              182.55

ACTIVITY   020                                                              182.55 SUBTOTAL

SUB-JOB    040 SUBTOTAL                                                     182.55

C09748   041     010       001        0521                                    8.74
OBJ-DETAIL 001                                                                8.74

ACTIVITY   010                                                                8.74 SUBTOTAL

C09748   041     201       300        8029                                   17.80
OBJ-DETAIL 300                                                               17.80

ACTIVITY   201                                                               17.80 SUBTOTAL

C09748   041     899       199        8029                                  387.69
OBJ-DETAIL 199                                                              387.69

C09748   041     899       300        8029                              542,955.08
OBJ-DETAIL 300                                                          542,955.08


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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✓ M.P.

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                          JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                           FOR EXPENDITURE ACCOUNT C09748

                                           CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----         -------       ----------
C09748    041    899      302        R
OBJ-DETAIL 302

C09748    041    899      338        1090                                   2,123.74
C09748    041    899      338        1090   SF09                            9,232.30
OBJ-DETAIL 338                                                             11,356.04

ACTIVITY   899                                                            554,698.81 SUBTOTAL

C09748    041    900      001        8029                                  12,915.52
OBJ-DETAIL 001                                                             12,915.52

C09748    041    900      030        8029                                     101.56
OBJ-DETAIL 030                                                                101.56

C09748    041    900      032        8029                                   1,164.11
OBJ-DETAIL 032                                                              1,164.11

C09748    041    900      550        8029                                     920.03
OBJ-DETAIL 550                                                                920.03

ACTIVITY   900                                                             15,101.22 SUBTOTAL

C09748    041    901      001        0521                                      43.70
OBJ-DETAIL 001                                                                 43.70

ACTIVITY   901                                                                 43.70 SUBTOTAL

C09748    041    990      001        0521                                       8.74
OBJ-DETAIL 001                                                                  8.74

ACTIVITY   990                                                                  8.74 SUBTOTAL

SUB-JOB    041 SUBTOTAL                                                   569,879.01

C09748    050    050      550        8019                                      16.40
OBJ-DETAIL 550                                                                 16.40

ACTIVITY   050                                                                 16.40 SUBTOTAL

C09748    050    286      550        1000                                      10.35
C09748    050    286      550        8002                                      37.90

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  02-08-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C09748

                                           CREW   MSA          CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--       ------ -------- ---------- ------ -----         -------        ----------
OBJ-DETAIL 550                                                                  48.25

ACTIVITY   286                                                                  48.25 SUBTOTAL

C09748   050    900      550        8001                                        67.20
C09748   050    900      550        8019                                         8.20
C09748   050    900      550        8029                                       641.75
OBJ-DETAIL 550                                                                 717.15

ACTIVITY   900                                                                 717.15 SUBTOTAL

SUB-JOB    050 SUBTOTAL                                                        781.80

EA         C09748 TOTAL                                                 13,349,036.83


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE    37

                         JOB COST SUMMARY RUN ON  02-08-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/[illegible]
                         FOR EXPENDITURE ACCOUNT C7261947

                                            CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----          -------        ----------
C7261947 000    899      504        0100                                      126.00
OBJ-DETAIL 504                                                                 126.00

C7261947 000    899      560        0530                                       14.80
C7261947 000    899      560        7200                                       20.50
OBJ-DETAIL 560                                                                  35.30

ACTIVITY   899                                                                 161.30 SUBTOTAL

C7261947 000    900      001        1090                                      231.84
C7261947 000    900      001        1092                                       58.69
OBJ-DETAIL 001                                                                 290.53

C7261947 000    900      550        1000                                        1.80
OBJ-DETAIL 550                                                                   1.80

ACTIVITY   900                                                                 292.33 SUBTOTAL

C7261947 000    903      001        7460                                      278.86
OBJ-DETAIL 001                                                                 278.86

C7261947 000    903      504        0100                                        4.80
OBJ-DETAIL 504                                                                   4.80

ACTIVITY   903                                                                 283.66 SUBTOTAL

C7261947 000    905      001        7000                                       10.05
C7261947 000    905      001        7340                                      409.07
C7261947 000    905      001        7360                                      149.66
C7261947 000    905      001        7363                                       35.36
C7261947 000    905      001        7364                                      117.66
OBJ-DETAIL 001                                                                 721.80

C7261947 000    905      130        7300                                       70.50
OBJ-DETAIL 130                                                                  70.50

C7261947 000    905      504        0100                                       30.60
C7261947 000    905      504        7361                                      111.90
OBJ-DETAIL 504                                                                 142.50

ACTIVITY   905                                                                 934.80 SUBTOTAL

C7261947 000    907      001        7331                                      133.94

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10/13/91

7-2-91

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                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C7261947

                                         CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 001                                                                133.94

ACTIVITY   907                                                                133.94 SUBTOTAL

C7261947 000    911       001        7621                                     122.94
OBJ-DETAIL 001                                                                122.94

ACTIVITY   911                                                                122.94 SUBTOTAL

C7261947 000    913       001        7730                                      44.26
OBJ-DETAIL 001                                                                 44.26

ACTIVITY   913                                                                 44.26 SUBTOTAL

C7261947 000    914       001        1090                                     124.98
C7261947 000    914       001        7700                                      52.15
OBJ-DETAIL 001                                                                177.13

C7261947 000    914       550        1001                                       3.60
OBJ-DETAIL 550                                                                  3.60

ACTIVITY   914                                                                180.73 SUBTOTAL

C7261947 000    915       504        7114                                      37.85
OBJ-DETAIL 504                                                                 37.85

ACTIVITY   915                                                                 37.85 SUBTOTAL

C7261947 000    920       001        0631                                      94.66
OBJ-DETAIL 001                                                                 94.66

ACTIVITY   920                                                                 94.66 SUBTOTAL

C7261947 000    921       001        7000                                       9.71
C7261947 000    921       001        7200                                   4,138.46
OBJ-DETAIL 001                                                              4,148.17

C7261947 000    921       030        7200                                     752.77
OBJ-DETAIL 030                                                                752.77

C7261947 000    921       501        7200                                      59.50
OBJ-DETAIL 501                                                                 59.50


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  02-08-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C7261947

                                          CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--          ------ -------- ---------- ------ -----          -------        ----------
C7261947 000      921      504        7200                                       17.00
OBJ-DETAIL 504                                                                   17.00

ACTIVITY    921                                                               4,977.44 SUBTOTAL

C7261947 000      923      001        7500                                      117.37
C7261947 000      923      001        7510                                      532.55
C7261947 000      923      001        7520                                      204.65
C7261947 000      923      001        7530                                       80.10
OBJ-DETAIL 001                                                                  934.67

ACTIVITY    923                                                                 934.67 SUBTOTAL

C7261947 000      933      001        7141                                       14.68
OBJ-DETAIL 001                                                                   14.68

ACTIVITY    933                                                                  14.68 SUBTOTAL

C7261947 000      960      001        7144                                       45.20
OBJ-DETAIL 001                                                                   45.20

ACTIVITY    960                                                                  45.20 SUBTOTAL

C7261947 000      990      001        0521                                        8.74
OBJ-DETAIL 001                                                                    8.74

ACTIVITY    990                                                                   8.74 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                      8,267.20

C7261947 010      899      299        0100                                      226.85 ***
OBJ-DETAIL 299                                                                  226.85

ACTIVITY    899                                                                 226.85 SUBTOTAL -NP.

SUB-JOB     010 SUBTOTAL                                                        226.85

C7261947 011      899      001        0521                                        8.74
OBJ-DETAIL 001                                                                    8.74

C7261947 011      899      299        0100                                   22,204.32 ***
OBJ-DETAIL 299                                                               22,204.32

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  02-08-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 02/02/91
                         FOR EXPENDITURE ACCOUNT C7261947

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C7261947 011    899      598        0631                            -29,801.75
OBJ-DETAIL 598                                                      -29,801.75

ACTIVITY   899                                                       -7,588.69 SUBTOTAL

C7261947 011    901      001        0521                                  8.74
OBJ-DETAIL 001                                                            8.74

ACTIVITY   901                                                            8.74 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                              -7,579.95

C7261947 021    050      001        0500                                444.57
OBJ-DETAIL 001                                                          444.57

ACTIVITY   050                                                          444.57 SUBTOTAL

C7261947 021    899      598        0631                             29,801.75
OBJ-DETAIL 598                                                       29,801.75

ACTIVITY   899                                                       29,801.75 SUBTOTAL

C7261947 021    990      001        0521                                  8.74
OBJ-DETAIL 001                                                            8.74

ACTIVITY   990                                                            8.74 SUBTOTAL

SUB-JOB    021 SUBTOTAL                                              30,255.06

EA         C7261947 TOTAL                                            31,169.16


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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.10,134

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REPORT NO: FMBL815-1                  OREGON DEPARTMENT OF TRANSPORTATION                       PAGE  3683
                                               HIGHWAY DIVISION                             RUN 12/07/90  2:05
                                            SUMMARY BILLING REPORT
                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                          FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9300-000 FEDERAL PROJECT

  500 FED. APPR.: INTERS TSFR GRNT
   F02666 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XIO -9300-000

    EA -  SUBJOB    EA-SUBJOB TITLE                              ST CLS
    ------------ ------------------------------------------- -- ----

    C4261041-090 NW FRONT CONSTRUCTION                           07
                                                          ------------------  ------------------
   F02666                                  EXPENDITURE TOTAL             0.00  +              0.00  =              0.00
                                                          ------------------  ------------------  ------------------
                EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:      0.00  +              0.00  =              0.00
                                                                                                  ==================
   F02666-00 FEDERAL HIGHWAY                           NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:             0.00          PERCENT:          0.00%
             FHWA SHARE                                                          0.00                      =              0.00
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                          0.00
                                                                                                  ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                  0.00
                                                                                                  ==================
                                                          ------------------  ------------------
   F02666 AGREEMENT                EXPENDITURE TOTAL LESS: FHWA SHARE            0.00  +              0.00  =              0.00
                                                                                                  ==================
  ************************************************************************************************************************
  500 FED. APPR: INTERS TSFR GRNT                                  TOTAL         0.00  +              0.00  =              0.00
  *          FHWA AUTHORIZED AMOUNT:             0.00
  *          FHWA SHARE                                                          0.00                      =              0.00
  *          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                          0.00
  *                                                                                               ------------------
  *          FHWA CURRENT BILLING AMOUNT                                                                                  0.00
  ************************************************************************************************************************
   9300-000 FEDERAL PROJECT                   EXPENDITURE TOTAL                  0.00  +              0.00  =              0.00
  **         FHWA AUTHORIZED AMOUNT:             0.00
  **         FHWA SHARE                                                          0.00                      =              0.00
  **         LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                          0.00
  **                                                                                              ------------------
  **         FHWA CURRENT BILLING AMOUNT                                                                                  0.00
  ************************************************************************************************************************
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REPORT NO: FMBL815-1                  OREGON DEPARTMENT OF TRANSPORTATION                       PAGE  3684
                                               HIGHWAY DIVISION                             RUN 12/07/90  2:05
                                            SUMMARY BILLING REPORT
                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                          FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9300-009 FEDERAL PROJECT

  177 FED. APPR.: INTERSTATE TSF
   F03786 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-009

    EA -  SUBJOB    EA-SUBJOB TITLE                              ST CLS
    ------------ ------------------------------------------- -- ----

    C7261947-021 NW GLISAN ST-NW COUCH ST (PORTLAND)             02 C             30,255.06
                                                          ------------------  ------------------
   F03786                                  EXPENDITURE TOTAL        30,255.06  +              0.00  =         30,255.06
                                                          ------------------  ------------------  ------------------
                EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:  30,255.06  +              0.00  =         30,255.06
                                                                                                  ==================
   F03786-00 FEDERAL HIGHWAY                           NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:        33,529.06          PERCENT:         85.00%
             FHWA SHARE                                                     25,716.80                      =         25,716.80
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                     25,716.80
                                                                                                  ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                  0.00
                                                                                                  ==================
                                                          ------------------  ------------------
   F03786 AGREEMENT                EXPENDITURE TOTAL LESS: FHWA SHARE        4,538.26  +              0.00  =          4,538.26
                                                                                                  ==================
   F03786-01 CITY OF PORTLAND                          NO: 0081060460-00
             ESTIMATED  AMOUNT:               999.00   AUTHORIZED PERCENT:     100.00%            100.00%
             CUSTOMER SHARE                                                  4,538.26                      =          4,538.26
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                  4,538.26
                                                                                                  ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                              0.00
                                                                                                  ==================
REPORT NO: FMBL815-1                           OREGON DEPARTMENT OF TRANSPORTATION                                      PAGE  3685
                                                        HIGHWAY DIVISION                                          RUN 12/07/90  2:05
                                                     SUMMARY BILLING REPORT

                                                                         -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                         FHWA PARTICIPATING  NON-PARTICIPATING        CALCULATIONS
 9300-009 FEDERAL PROJECT

  177 FED. APPR.: INTERSTATE TSF
   F04152 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-009

    EA -  SUBJOB    EA-SUBJOB TITLE                                ST CLS
    ------------ ------------------------------------------------ -- ----

    C4261960-021 NE GLISAN ST-NW COUCH ST PRTL                     02               20,899.89
                                                                          ------------------ ------------------
   F04152                                       EXPENDITURE TOTAL           20,899.89 +                 0.00 =        20,899.89
                                                                          ------------------ ------------------  ------------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:           20,899.89 +                 0.00 =        20,899.89
                                                                                                                ==================
   F04152-00 FEDERAL HIGHWAY                             NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:         16,264.90         PERCENT:        85.00%
             FHWA SHARE                                                     17,764.90
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                            =        17,764.90
             LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                     16,264.90
                                                                                                                      1,500.00
             FHWA CURRENT BILLING AMOUNT                                                                        ------------------
                                                                                                                          0.00
                                                                                                                ==================
                                                                          ------------------ ------------------
   F04152 AGREEMENT                  EXPENDITURE TOTAL LESS: FHWA SHARE      3,134.99 +                 0.00 =         3,134.99
                                                                                                                ==================
   F04152-01 CITY OF PORTLAND                            NO: 0001060460-00
             ESTIMATED  AMOUNT:    999,999,999.00    AUTHORIZED PERCENT:      100.00%
             CUSTOMER SHARE                                                  3,134.99
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                        =         3,134.99
                                                                                                                      3,134.99
             CUSTOMER CURRENT BILLING AMOUNT                                                                    ------------------
                                                                                                                          0.00
                                                                                                                ==================
```

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REPORT NO: FMBL815-1                           OREGON DEPARTMENT OF TRANSPORTATION                                      PAGE  3686
                                                        HIGHWAY DIVISION                                          RUN 12/07/90  2:05
                                                     SUMMARY BILLING REPORT

                                                                         -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                         FHWA PARTICIPATING  NON-PARTICIPATING        CALCULATIONS
 9300-009 FEDERAL PROJECT

  177 FED. APPR.: INTERSTATE TSF
   F04570 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-009

    EA -  SUBJOB    EA-SUBJOB TITLE                                ST CLS
    ------------ ------------------------------------------------ -- ----

    C4261051-011 NW GLISAN ST - NW COUCH ST                        07                2,668.28
                                                                          ------------------ ------------------
   F04570                                       EXPENDITURE TOTAL            2,668.28 +                 0.00 =         2,668.28
                                                                          ------------------ ------------------  ------------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:            2,668.28 +                 0.00 =         2,668.28
                                                                                                                ==================
   F04570-00 FEDERAL HIGHWAY                             NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:          2,268.04         PERCENT:        85.00%
             FHWA SHARE                                                      2,268.03
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                            =         2,268.03
                                                                                                                      2,268.03
             FHWA CURRENT BILLING AMOUNT                                                                        ------------------
                                                                                                                          0.00
                                                                                                                ==================
                                                                          ------------------ ------------------
   F04570 AGREEMENT                  EXPENDITURE TOTAL LESS: FHWA SHARE        400.25 +                 0.00 =           400.25
                                                                                                                ==================
   F04570-01 CITY OF PORTLAND                            NO: 0001060460-00
             ESTIMATED  AMOUNT:          99,999.99   AUTHORIZED PERCENT:      100.00%
             CUSTOMER SHARE                                                    400.25
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                        =           400.25
                                                                                                                        400.25
             CUSTOMER CURRENT BILLING AMOUNT                                                                    ------------------
                                                                                                                          0.00
                                                                                                                ==================
**********************************************************************************************************************************
 177 FED. APPR: INTERSTATE TSF                                   TOTAL      53,823.23 +                 0.00 =        53,823.23
*            FHWA AUTHORIZED AMOUNT:        52,062.00
*            FHWA SHARE                                                     45,749.73
*            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                            =        45,749.73
*            LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                     44,249.73
*                                                                                                                     1,500.00
*            FHWA CURRENT BILLING AMOUNT                                                                        ------------------
**********************************************************************************************************************0.00********
```

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REPORT NO: FHBL815-1                              OREGON DEPARTMENT OF TRANSPORTATION                              PAGE  3687
                                                         HIGHWAY DIVISION                                     RUN 12/07/90  2:05
                                                       SUMMARY BILLING REPORT

                                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                          FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
9300-009 FEDERAL PROJECT

 170 FED. APPR.: INTERSTATE TSF
  F04884 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-009

   EA -  SUBJOB    EA-SUBJOB TITLE                             ST CLS
   ------------ ------------------------------------------- -- ----

   C3261088-000 NW GLISAN ST - NW COUCH ST                     07                     317.69
   C3261088-021 NW GLISAN ST-NW COUCH ST                       07                  71,601.94
                                                                          ------------------ ------------------
  F04884                                           EXPENDITURE TOTAL               71,919.63 +               0.00 =        71,919.63
                                                                          ------------------ ------------------ ------------------
             EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:                   71,919.63 +               0.00 =        71,919.63
                                                                                                                 ==================
  F04884-00 FEDERAL HIGHWAY                           NO: 32775     -00
            FHWA AUTHORIZED AMOUNT:        128,696.00         PERCENT:                85.00%
            FHWA SHARE                                                             61,131.68
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  =        61,131.68
                                                                                                                          61,131.68
            FHWA CURRENT BILLING AMOUNT                                                                          ------------------
                                                                                                                               0.00
                                                                                                                 ==================
                                                                          ------------------ ------------------
  F04884 AGREEMENT                        EXPENDITURE TOTAL LESS: FHWA SHARE       10,787.95 +               0.00 =        10,787.95
                                                                                                                 ==================
  F04884-01 CITY OF PORTLAND                          NO: 0001060460-00
            ESTIMATED  AMOUNT:    999,999,999.99   AUTHORIZED PERCENT:               100.00%             100.00%
            CUSTOMER SHARE                                                         10,787.95
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                              =        10,787.95
                                                                                                                          10,787.95
            CUSTOMER CURRENT BILLING AMOUNT                                                                      ------------------
                                                                                                                               0.00
                                                                                                                 ==================
*************************************************************************************************************************************
 170 FED. APPR: INTERSTATE TSF                                  TOTAL              71,919.63 +               0.00 =        71,919.63
*           FHWA AUTHORIZED AMOUNT:        128,696.00
*           FHWA SHARE                                                             61,131.68
*           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  =        61,131.68
*                                                                                                                         61,131.68
*           FHWA CURRENT BILLING AMOUNT                                                                          ------------------
*************************************************************************************************************************** 0.00 ****
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REPORT NO: FHBL815-1                              OREGON DEPARTMENT OF TRANSPORTATION                              PAGE  3688
                                                         HIGHWAY DIVISION                                     RUN 12/07/90  2:05
                                                       SUMMARY BILLING REPORT

                                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                          FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
9300-009 FEDERAL PROJECT

 580 FED. APPR.: INTERS TSFR GRNT
  F02773 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XIO -9300-009

   EA -  SUBJOB    EA-SUBJOB TITLE                             ST CLS
   ------------ ------------------------------------------- -- ----

   C4261960-011 NW GLISAN ST-NW COUCH ST-PRTL                  02                 185,435.28
                                                                          ------------------ ------------------
  F02773                                           EXPENDITURE TOTAL              185,435.28 +               0.00 =       185,435.28
                                                                          ------------------ ------------------ ------------------
             EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:                  185,435.28 +               0.00 =       185,435.28
                                                                                                                 ==================
  F02773-00 FEDERAL HIGHWAY                           NO: 32775     -00
            FHWA AUTHORIZED AMOUNT:        157,620.00         PERCENT:                85.00%
            FHWA SHARE                                                            157,619.98
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  =       157,619.98
                                                                                                                         157,619.98
            FHWA CURRENT BILLING AMOUNT                                                                          ------------------
                                                                                                                               0.00
                                                                                                                 ==================
                                                                          ------------------ ------------------
  F02773 AGREEMENT                        EXPENDITURE TOTAL LESS: FHWA SHARE       27,815.30 +               0.00 =        27,815.30
                                                                                                                 ==================
  F02773-01 CITY OF PORTLAND                          NO: 0001060460-00
            ESTIMATED  AMOUNT:    999,999,999.00   AUTHORIZED PERCENT:               100.00%
            CUSTOMER SHARE                                                         27,815.30
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                              =        27,815.30
                                                                                                                          27,815.30
            CUSTOMER CURRENT BILLING AMOUNT                                                                      ------------------
                                                                                                                               0.00
                                                                                                                 ==================
REPORT NO: FMBL815-1                          OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE  3689
                                                        HIGHWAY DIVISION                                       RUN 12/07/90  2:05
                                                     SUMMARY BILLING REPORT

                                                                              -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                              FHWA PARTICIPATING  NON-PARTICIPATING       CALCULATIONS

 9300-009 FEDERAL PROJECT

  500 FED. APPR.: INTERS TSFR GRNT
   F03587 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XIO -9300-009

    EA -  SUBJOB    EA-SUBJOB TITLE                              ST CLS
    ------------ ------------------------------------------ -- ----

    C7261947-000 NW GLISAN-NW COUCH                              02 R               8,267.20
    C7261947-010 NW GLISAN-NW COUCH                              02 C                                  226.85
    C7261947-011 NW GLISAN-NW COUCH                              02 R               7,579.95-
                                                                              ------------------ ------------------
   F03587                                           EXPENDITURE TOTAL                 687.25  +           226.85  =            914.10
                                                                              ------------------ ------------------ ------------------
               EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:                    687.25  +           226.85  =            914.10
                                                                                                                   ==================

   F03587-00 FEDERAL HIGHWAY                           NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:          1,500.00          PERCENT:               85.00%
             FHWA SHARE                                                               584.16                       =            584.16
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                                584.16
                                                                                                                   ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                          0.00
                                                                                                                   ==================
                                                                              ------------------ ------------------
   F03587 AGREEMENT                  EXPENDITURE TOTAL LESS: FHWA SHARE               103.09  +           226.85  =            329.94
                                                                                                                   ==================

   F03587-01 CITY OF PORTLAND                          NO: 0001060460-00
             ESTIMATED  AMOUNT:    999,999,999.00    AUTHORIZED PERCENT:              100.00%             100.00%
             CUSTOMER SHARE                                                           103.09  +           226.85  =            329.94
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                            329.94
                                                                                                                   ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                      0.00
                                                                                                                   ==================
```

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REPORT NO: FMBL815-1                          OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE  3690
                                                        HIGHWAY DIVISION                                       RUN 12/07/90  2:05
                                                     SUMMARY BILLING REPORT

                                                                              -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                              FHWA PARTICIPATING  NON-PARTICIPATING       CALCULATIONS

 9300-009 FEDERAL PROJECT

  500 FED. APPR.: INTERS TSFR GRNT
   F03914 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XIO -9300-009

    EA -  SUBJOB    EA-SUBJOB TITLE                              ST CLS
    ------------ ------------------------------------------ -- ----

    C3261088-000 NW GLISAN ST - NW COUCH ST                      07                   961.21
    C3261088-011 NW GLISAN ST - NW COUCH ST                      07                 2,114.41
                                                                              ------------------ ------------------
   F03914                                           EXPENDITURE TOTAL               3,055.62  +             0.00  =          3,055.62
                                                                              ------------------ ------------------ ------------------
               EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:                  3,055.62  +             0.00  =          3,055.62
                                                                                                                   ==================

   F03914-00 FEDERAL HIGHWAY                           NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:          8,321.00          PERCENT:               85.00%
             FHWA SHARE                                                             2,597.27                       =          2,597.27
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                              2,597.27
                                                                                                                   ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                          0.00
                                                                                                                   ==================
                                                                              ------------------ ------------------
   F03914 AGREEMENT                  EXPENDITURE TOTAL LESS: FHWA SHARE            .  458.35  +             0.00  =            458.35
                                                                                                                   ==================

   F03914-01 CITY OF PORTLAND                          NO: 0001060460-00
             ESTIMATED  AMOUNT:          99,999.99    AUTHORIZED PERCENT:              100.00%             100.00%
             CUSTOMER SHARE                                                           458.35                       =            458.35
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                            458.35
                                                                                                                   ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                      0.00
                                                                                                                   ==================
 ***************************************************************************************************************************************
  500 FED. APPR: INTERS TSFR GRNT                               TOTAL           189,178.15  +           226.85  =        189,405.00
 *           FHWA AUTHORIZED AMOUNT:        167,441.00
 *           FHWA SHARE                                                           160,801.41                       =        160,801.41
 *           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                            160,801.41
 *                                                                                                                 ------------------
 *           FHWA CURRENT BILLING AMOUNT                                                                                          0.00
 ***************************************************************************************************************************************
```

3914
4664

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REPORT NO: FMBL815-1                              OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE  3691
                                                         HIGHWAY DIVISION                                          RUN 12/07/90  2:05
                                                       SUMMARY BILLING REPORT

                                                                        -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                        FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

 9300-009 FEDERAL PROJECT

  500 FED. APPR.: INTERS TSFR GRNT
   F03914 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XIO -9300-009

    9300-009 FEDERAL PROJECT                         EXPENDITURE TOTAL         314,921.01  +            226.85  =         315,147.86
  **         FHWA AUTHORIZED AMOUNT:          348,199.00
  **         FHWA SHARE                                                    267,682.82                       =         267,682.82
  **         LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                      266,182.82
  **         LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                        1,500.00
  **                                                                                                              ------------------
  **         FHWA CURRENT BILLING AMOUNT                                                                                    0.00
  ********************************************************************************************************************************
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REPORT NO: FMBL815-1                              OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE  3692
                                                         HIGHWAY DIVISION                                          RUN 12/07/90  2:05
                                                       SUMMARY BILLING REPORT

                                                                        -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                        FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

 9300-010 FEDERAL PROJECT

  177 FED. APPR.: INTERSTATE TSF
   F03800 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-010

    EA -  SUBJOB    EA-SUBJOB TITLE                             ST CLS
    ----------- ------------------------------------------- -- ----

    C10134  -000 NW GLISAN-NW COUCH ST                          04                  235,856.43
    C10134  -001 NW GLISAN- NW COUCH ST                         04                                        134,737.86
    C10134  -010 NW GLISAN-NW COUCH ST                          04                                            299.85
    C10134  -011 NW GLISAN-NW COUCH ST                          04                1,429,215.23
                                                                           ------------------  ------------------
   F03800                                        EXPENDITURE TOTAL         1,665,071.66  +        135,037.71  =       1,800,109.37
                             TOTAL PARTICIPATING CE:       227,733.37
                           MAXIMUM PARTICIPATING CE:       231,156.00
                                                     ------------------
                                         EXCESS CE:             0.00               0.00                                   0.00
                                                                           ------------------  ------------------ ------------------
                     EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:   1,665,071.66  +        135,037.71  =       1,800,109.37
                                                                                                                ==================

   F03800-00 FEDERAL HIGHWAY                      NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:      1,415,500.00          PERCENT:         85.00%
             FHWA SHARE                                                    1,415,310.91                         =       1,415,310.91
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                        1,415,310.91
                                                                                                                ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                    0.00
                                                                                                                ==================
                                                                           ------------------  ------------------
   F03800 AGREEMENT                   EXPENDITURE TOTAL LESS: FHWA SHARE     249,760.75  +        135,037.71  =         384,798.46
                                                                                                                ==================

   F03800-01 OREGON STATE TREASURY                NO: 0000132900-59
             AUTHORIZED AMOUNT:         215,307.95    AUTHORIZED PERCENT:         100.00%             100.00%
             CUSTOMER SHARE                                                  249,760.75  +        135,037.71  =         384,798.46
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                      215,307.95
             LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                      169,490.51
                                                                                                                ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                0.00
                                                                                                                ==================
REPORT NO: FMBL815-1                                  OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE  3693
                                                              HIGHWAY DIVISION                                        RUN 12/07/90  2:05
                                                          SUMMARY BILLING REPORT

                                                                             -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                             FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9300-010 FEDERAL PROJECT

  177 FED. APPR.: INTERSTATE TSF
   F03847 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-010

    EA -  SUBJOB    EA-SUBJOB TITLE                              ST CLS
    ------------ ------------------------------------------ -- ----

    C09748  -040 WILL R.(STEEL BR & RAMPS) GLISAN ST RAMP    04                                      182.55
    C09748  -041 WILL R(STEEL BR & RAMPS) GLISAN ST RAMP     04                    569,879.01
                                                                             ------------------ ------------------
   F03847                                      EXPENDITURE TOTAL              569,879.01  +             182.55  =        570,061.56
                              TOTAL PARTICIPATING CE:          15,144.92
                            MAXIMUM PARTICIPATING CE:          79,079.00
                                                       ------------------
                                           EXCESS CE:               0.00             0.00                                      0.00
                                                                             ------------------ ------------------ ------------------
                  EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:        569,879.01  +             182.55  =        570,061.56
                                                                                                                    ==================
   F03847-00 FEDERAL HIGHWAY                             NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:         487,160.00         PERCENT:          85.00%
             FHWA SHARE                                                       484,397.15                          =        484,397.15
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                           484,397.15
                                                                                                                    ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                         0.00
                                                                                                                    ==================
                                                                             ------------------ ------------------
   F03847 AGREEMENT                    EXPENDITURE TOTAL LESS: FHWA SHARE      85,481.86  +             182.55  =         85,664.41
                                                                                                                    ==================
   F03847-01 OREGON STATE TREASURY                       NO: 0000132900-59
             AUTHORIZED AMOUNT:         84,692.05    AUTHORIZED PERCENT:         100.00%               100.00%
             CUSTOMER SHARE                                                    85,481.86  +             182.55  =         85,664.41
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                        84,692.05
             LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                           972.36
                                                                                                                    ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                     0.00
                                                                                                                    ==================
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REPORT NO: FMBL815-1                                  OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE  3694
                                                              HIGHWAY DIVISION                                        RUN 12/07/90  2:05
                                                        . SUMMARY BILLING REPORT

                                                                             -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                             FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9300-010 FEDERAL PROJECT

  177 FED. APPR.: INTERSTATE TSF
   F03847 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-010

  **********************************************************************************************************************************
  177 FED. APPR: INTERSTATE TSF                                 TOTAL      2,234,950.67  +          135,220.26  =      2,370,170.93
  *          FHWA AUTHORIZED AMOUNT:       1,902,660.00
  *          FHWA SHARE                                                    1,899,708.06                          =      1,899,708.06
  *          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                           1,899,708.06
  *                                                                                                                  ------------------
  *          FHWA CURRENT BILLING AMOUNT                                                                                          0.00
  **********************************************************************************************************************************
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REPORT NO: FMBL815-1                          OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE  3695
                                                      HIGHWAY DIVISION                                     RUN 12/07/90  2:05
                                                   SUMMARY BILLING REPORT

                                                                             --------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                             FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9300-010 FEDERAL PROJECT

  170 FED. APPR.: INTERSTATE TSF
   F04863 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-010

    EA -  SUBJOB    EA-SUBJOB TITLE                             ST CLS
    ------------ ------------------------------------------ -- ----

    C10134  -021 NW GLISAN-NW COUCH ST                          06              88,081.18
                                                                             ------------------  ------------------
   F04863                                            EXPENDITURE TOTAL              88,081.18 +                0.00 =          88,081.18
                                                                             ------------------  ------------------  ------------------
                  EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:              88,081.18 +                0.00 =          88,081.18
                                                                                                                     ==================
   F04863-00 FEDERAL HIGHWAY                               NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:          74,869.00            PERCENT:           85.00%
             FHWA SHARE                                                             74,869.00
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                              =          74,869.00
                                                                                                                         74,869.00
             FHWA CURRENT BILLING AMOUNT                                                                      ------------------
                                                                                                                              0.00
                                                                                                                     ==================
                                                                             ------------------  ------------------
   F04863 AGREEMENT                       EXPENDITURE TOTAL LESS: FHWA SHARE       13,212.18 +                0.00 =          13,212.18
                                                                                                                     ==================
   F04863-01 OREGON STATE TREASURY                          NO: 0000132900-59
             ESTIMATED  AMOUNT:                 0.00    AUTHORIZED PERCENT:          100.00%             100.00%
             CUSTOMER SHARE                                                         13,212.18
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                          =          13,212.18
                                                                                                                         13,212.18
             CUSTOMER CURRENT BILLING AMOUNT                                                                  ------------------
                                                                                                                              0.00
                                                                                                                     ==================
 ==========================================================================================================================================
  170 FED. APPR: INTERSTATE TSF                                     TOTAL           88,081.18 +                0.00 =          88,081.18
 =           FHWA AUTHORIZED AMOUNT:          74,869.00
 =           FHWA SHARE                                                             74,869.00                         =          74,869.00
 =           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                                  74,869.00
 =                                                                                                                    ------------------
 =           FHWA CURRENT BILLING AMOUNT                                                                                              0.00
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REPORT NO: FMBL815-1                          OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE  3696
                                                      HIGHWAY DIVISION                                     RUN 12/07/90  2:05
                                                   SUMMARY BILLING REPORT

                                                                             --------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                             FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9300-010 FEDERAL PROJECT

  500 FED. APPR.: INTERS TSFR GRNT
   F04996 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-010

    EA -  SUBJOB    EA-SUBJOB TITLE                             ST CLS
    ------------ ------------------------------------------ -- ----

    C10134  -031 NW GLIXAN-NW COUCH ST                          06               4,526.87
                                                                             ------------------  ------------------
   F04996                                            EXPENDITURE TOTAL               4,526.87 +                0.00 =           4,526.87
                                                                             ------------------  ------------------  ------------------
                  EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:               4,526.87 +                0.00 =           4,526.87
                                                                                                                     ==================
   F04996-00 FEDERAL HIGHWAY                               NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:           3,847.00            PERCENT:           85.00%
             FHWA SHARE                                                              3,847.83
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                              =           3,847.83
             LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                          3,847.00
                                                                                                                              0.83
             FHWA CURRENT BILLING AMOUNT                                                                      ------------------
                                                                                                                              0.00
                                                                                                                     ==================
                                                                             ------------------  ------------------
   F04996 AGREEMENT                       EXPENDITURE TOTAL LESS: FHWA SHARE          679.04 +                0.00 =             679.04
                                                                                                                     ==================
   F04996-01 OREGON STATE TREASURY                          NO: 0000132900-59
             ESTIMATED  AMOUNT:                 0.00    AUTHORIZED PERCENT:          100.00%             100.00%
             CUSTOMER SHARE                                                            679.04
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                          =             679.04
                                                                                                                            679.04
             CUSTOMER CURRENT BILLING AMOUNT                                                                  ------------------
                                                                                                                              0.00
                                                                                                                     ==================
 ==========================================================================================================================================
  500 FED. APPR: INTERS TSFR GRNT                                   TOTAL            4,526.87 +                0.00 =           4,526.87
 =           FHWA AUTHORIZED AMOUNT:           3,847.00
 =           FHWA SHARE                                                              3,847.83                         =           3,847.83
 =           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                                   3,847.00
 =           LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                                       0.83
 =                                                                                                                    ------------------
 =           FHWA CURRENT BILLING AMOUNT                                                                                              0.00
 ==========================================================================================================================================
REPORT NO: FMBL815-1                     OREGON DEPARTMENT OF TRANSPORTATION                          PAGE  3697
                                                   HIGHWAY DIVISION                               RUN 12/07/90  2:05
                                               SUMMARY BILLING REPORT

                                                                  -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                  FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

 9300-010 FEDERAL PROJECT

  500 FED. APPR.: INTERS TSFR GRNT
   F04996 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XI  -9300-010

    9300-010 FEDERAL PROJECT                      EXPENDITURE TOTAL        2,327,558.72  +       135,220.26  =     2,462,778.98
  **          FHWA AUTHORIZED AMOUNT:      1,981,376.00
  **          FHWA SHARE                                                   1,978,424.89                      =     1,978,424.89
  **          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  1,978,424.06
  **          LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                          0.83
  **                                                                                                            ------------------
  **          FHWA CURRENT BILLING AMOUNT                                                                                  0.00
  ***************************************************************************************************************************
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REPORT NO: FMBL815-1                     OREGON DEPARTMENT OF TRANSPORTATION                          PAGE  3698
                                                   HIGHWAY DIVISION                               RUN 12/07/90  2:05
                                               SUMMARY BILLING REPORT

                                                                  -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                  FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

 9301-001 FEDERAL PROJECT

  170 FED. APPR.: INTERSTATE TSF
   F02391 AGREEMENT  BILLING PERIOD: 11/08/90 TO 12/06/90  XIO -9301-001

    EA -  SUBJOB    EA-SUBJOB TITLE                          ST CLS
    ------------ ------------------------------------------ -- ----

    C3262594-021 FRONT ST-YEON ST CONNECTION                 03               282,069.89
                                                                  ------------------ ------------------
   F02391                                         EXPENDITURE TOTAL        282,069.89  +             0.00  =       282,069.89
                                                                  ------------------ ------------------ ------------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:          282,069.89  +             0.00  =       282,069.89
                                                                                                            ==================

   F02391-00 FEDERAL HIGHWAY                            NO: 32775    -00
              FHWA AUTHORIZED AMOUNT:        239,759.40       PERCENT:         85.00%
              FHWA SHARE                                                   239,759.40                        =       239,759.40
              LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                    239,759.40
                                                                                                            ------------------
              FHWA CURRENT BILLING AMOUNT                                                                                  0.00
                                                                                                            ==================
                                                                  ------------------ ------------------
   F02391 AGREEMENT                  EXPENDITURE TOTAL LESS: FHWA SHARE     42,310.49  +             0.00  =        42,310.49
                                                                                                            ==================

  ***************************************************************************************************************************
   170 FED. APPR: INTERSTATE TSF                             TOTAL         282,069.89  +             0.00  =       282,069.89
  *           FHWA AUTHORIZED AMOUNT:        239,759.40
  *           FHWA SHARE                                                   239,759.40                        =       239,759.40
  *           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                    239,759.40
  *                                                                                                         ------------------
  *           FHWA CURRENT BILLING AMOUNT                                                                                  0.00
  ***************************************************************************************************************************
```

- 10,134

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 3-57

PROJECT REPORT NUMBER

MODIFICATION NUMBER 4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number IX-9300(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,601,094.00	$ 2,331,036.00
Federal funds	$ 2,132,209.00	$ 1,902,660.00 (177)
	74,869.00	74,869.00 (178)
Other revisions	3,847.00	3,847.00 (580)

This modification is made for the following reasons: To deobligate appn. code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAR, 19 '90.

Oregon State Highway Division
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ For: Donald E. Forbes, P. E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 13, 1990

Federal-Aid Project No. IX-9300(10)

N. W. Glisan St.-N. W. Couch St. (Portland) Section
City Streets
Multnomah County

Revised Project Agreement Estimate

Type Code I000
Roadway (Sta. "FS" 0+25 to "FS" 14+66.69)

Subtotal from previous estimate of July 20, 1986	$ 1,004,403.51
Decrease in construction costs	159,129.51
Subtotal	$ 845,274.00
Engineering	126,790.00
Total	$ 972,064.00

Type Code X980
Everett St. Ramp Br. #16819

Total from previous estimate of July 20, 1988	$ 591,949.00

Type Code Y031
Traffic Signals (1 Location)

Total from previous estimate of July 20, 1988	$ 44,296.00

Type Code X436
Glisan Ramp (Price Agreement No. 11 and
Extra Work Order No. 14 on Contract No. 9748)

Total from previous estimate of July 20, 1988	$ 616,735.00

Length of Project ---------------- 0.37 mi.
Cost of Roadway per Mile ----------- $2,627,200.00

Reserved Used

E. W. O. #5, S. F. O. #2, S. F. O. #10	$ 105,992.00

Summary of Funds (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	177	$ 883,982.00	$ 751,384.00	$ 132,598.00
Roadway	178	88,082.00	74,869.00	13,213.00
Structure	177	587,423.00	499,309.00	88,114.00
Structure	580	4,526.00	3,847.00	679.00
Traffic Signal	177	44,296.00	37,650.00	6,646.00
Glisan Ramp*	177	616,735.00	524,224.00	92,511.00
Reserve Used	177	105,992.00	90,093.00	15,899.00
Total		$ 2,331,036.00	$ 1,981,376.00	$ 349,660.00

Contract No. 10,~~143~~ [illegible]
E. A. No. C10134

*Contract No. 9,748
E. A. No. C09748

DCN:pk

10,134

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 8-88+89

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number IX-9300(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 19 85, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,601,094	$ 2,601,094	
Federal funds	$ 1,932,209	$ 2,132,209	(177)
	74,869	74,869	(178)
Other revisions	203,847	3,847	(580)

This modification is made for the following reasons: To deobligate Appn Code 580 funds and obligate Appn Code 177 funds in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of AUG, 19 '88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 20, 1988

Federal-Aid Project No. IX-9300(10)

N.W. Glisan St.-N.W. Couch St. (Portland) Section
City Street
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "FS" 0+25 to "FS" 14+66.69)

Subtotal as on previous estimate of 10-16-87		$ 1,004,403.51
	Engineering	150,660.49
	Total	$ 1,155,064.00

Type Code X980
Everett St. Ramp Br. #16819

Subtotal as on previous estimate of 10-16-87		$ 514,733.00
	Engineering	77,210.00
	Total	$ 591,949.00

Type Code Y031
Traffic Signals (1 Location)

Subtotal as on previous estimate of 10-16-87		$ 39,817.00
	Engineering	4,479.00
	Total	$ 44,296.00

Type Code X436
Glisan Ramp (Price Agreement No. 11 and Extra Work Order No. 14 on Contract No. 9748)

Total as on previous estimate of 10-16-87	$ 616,735.00
Length of Project	0.37 mi.
Cost of Roadway Per Mile	$ 3,121,794.59

Retain in Reserve

Work by Railroad	All Required	$ 97,200.00
City of Portland (Water Bureau)	All Required	10,400.00
Cold Planing	All Required	5,000.00
Work by Western Union	All Required	33,000.00
Work by Union Pacific Railroad	All Required	16,000.00
Work by Southern Pacific Railroad	All Required	10,000.00
	Subtotal	$ 171,600.00
	Engineering	21,450.00
	Total	$ 193,050.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Sub. Job	Total Cost	Federal Funds		City Costs
Roadway	177	011	$ 1,066,982.00	$ 906,934.00		$ 160,048.00
Roadway	178	021	88,082.00	74,869.00		13,213.00
Structure	177	011	587,423.00	499,309.00		88,114.00
Structure	580	031	4,526.00	3,847.00		679.00
Traffic Sig.	177	011	44,296.00	37,650.00		6,646.00
Glisan ~~Pump~~ Ramp	177	041	616,735.00	524,224.00	*	92,511.00
Subtotal			$ 2,408,044.00	$ 2,046,833.00		$ 361,211.00
Reserve	177	011	193,050.00	164,092.00		28,958.00
Total			$ 2,601,094.00	$ 2,210,925.00		$ 390,169.00

Contract No. 10,134
Sub. Job 011 = 100%
Prefix: C726-1947 (P.E.)
C10134
F03800

*Contract No. 9,748
Sub. Job 041 = 100%
Prefix: C09748
F03847

DDB:bkw

10,134

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-43		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2		Project Number IX-9300(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 19 85, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,361,273	$ 2,601,094	
Federal funds	$ 1,932,209	$ 1,932,209	(177)
	74,869	74,869	(178)
Other revisions	-0-	203,847	(580)

This modification is made for the following reasons: To include increases in construction and construction engineering costs, and to add Appn Code 580.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19TH day of NOV, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gilmore

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 16, 1987

FEDERAL AID PROJECT NO. IX-9300(10)

N.E. GLISAN ST.-N.W. COUCH ST. (PORTLAND) SEC.
N.W. FRONT AVENUE
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. "FS" 0+25 TO STA. "FS" 14+66.69)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	SF	$ 13.00	381	$ 4,953.00	671	$ 8,723.00
Salvaging Belgian Block Pavers	SY	6.00	750	4,500.00	1,796	10,776.00
Conc. Manholes 10'-20' Deep	EA	4,500.00	1	4,500.00	2	9,000.00
Conc. Walk	SY	14.85	1,545	22,943.25	1,852	26,761.40
Conc. Curbs Type C	LF	5.80	3,049	17,684.20	3,808	22,086.40
Temp. Conc. Barrier Reflectorized (PA #3A)	LF	14.00	---	---	301	4,214.00
Additional Removal of Strs. & Obstr. (PA #15A)	LS	3,670.00	---	---	---	3,670.00
Evergreen Trees (FA #26B)	EA	332.50	---	---	9	2,992.50
Time Exten. (Adj. #2)	DAY	500.00	---	---	36	18,000.00
Time Exten. (Adj. #4)	DAY	500.00	---	---	73	36,500.00
Remove Curb & Sidewalk	---	---	---	---	---	5,352.85
Remove PCC Walls (FA #8)	---	---	---	---	---	6,555.37
Install Extra Conduit (FA #11)	---	---	---	---	---	9,177.03
Remove PCC Pvmnt (FA #12)	---	---	---	---	---	11,915.43

Const. 3" Sand Base for Sdwlks. (FA #13)	---	---	---	---	---	2,840.61	
Cold Plane & Prepare for Paving (FA #15)	---	---	---	---	---	8,717.41	
Work on Abandoned Bridge Ramp (FA #16)	---	---	---	---	---	17,901.95	
Modify Shldr. Barrier (FA #21)	---	---	---	---	---	10,793.76	
Temp. Illum. (SFO #8)	---	---	---	---	---	3,278.94	
				$ 49,627.45		$219,256.65	
						Increase	$ 169,629.20
						Subtotal from estimate on June 29, 1987	834,774.31
						Subtotal	$1,004,403.51
						Engineering	150,660.49
						Total	$1,155,064.00

TYPE CODE X980
EVERETT ST. RAMP (BR. #16819)

Subtotal from estimate on Sept. 24, 1985		$ 514,739.00
	Engineering	77,210.00
	Total	$ 591,949.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

Total as shown on estimate of Sept. 24, 1985	$ 44,296.00

TYPE CODE X436
GLISAN RAMP (PRICE AGREEMENT NO. 11 AND EXTRA WORK ORDER NO. 14 ON CONTRACT NO. 9748)

Total as shown on estimate of October 10, 1985	$ 616,735.00

Length of Project	0.370 mi.
Cost of Roadway Per Mile	$3,121,794.59

RETAIN IN RESERVE

Work by Railroad	All Required	$ 92,700.00
City of Portland (Water Bureau)	All Required	10,400.00
Cold Planing	All Required	5,000.00
Work by Western Union	All Required	33,000.00

Work by Union Pacific Railroad	All Required		16,000.00
Work by Southern Pacific Trans. Co.	All Required		10,000.00
	Subtotal	$	171,600.00
	Engineering		21,450.00
	Total	$	193,050.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Sub. Job	Total Cost	Federal Funds	City Funds
Roadway	580	031	$ 226,953.00	$ 192,910.00	$ 34,043.00
Roadway	178	021	88,082.00	74,869.00	13,213.00
Roadway	177	011	840,029.00	714,024.00	126,005.00
Structure	177	011	579,081.00	492,218.00	86,863.00
Structure	580	031	12,868.00	10,937.00	1,931.00
Traf. Signal	177	011	44,296.00	37,651.00	6,645.00
Glisan Ramp	177	041	616,735.00	524,224.00*	92,511.00
Subtotal			$2,408,044.00	$2,046,833.00	$ 361,211.00
Reserve			193,050.00	164,092.00	28,958.00
Total			$2,601,094.00	$2,210,925.00	$ 390,169.00

Group 010 = 0%; Group 011 = 100%; Group 040 = 0%
Contract No. 10,134
Prefix: C726-1947 (P.E.)
Prefix: C10134
F03800

Group 041 = 100%
Contract No. 9748
*Prefix: C09748
F03847

RLC:bkw

10,139

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-121	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	4-2-87	Project Number IX-9300(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,273,191	$ 2,361,273
Federal funds	$ 1,932,209	$ 1,932,209 (177) 74,869 (178)
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs and add appn code 178

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of JUL, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 29, 1987

Federal-Aid Project No. IX-9300(10)

NW Glisan St.-NW Couch St. (Portland) Section
NW Front Avenue
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "FS" 0+25 to Sta. "FS" 14+66.69)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	Cu. Yd.	$ 5.75	4,770	$27,427.50	7,020	$ 40,365.00
Cement Treated Base Mixture	Ton	10.75	5,010	53,857.50	6,450	69,337.50
Class "C" Asphalt Concrete	Ton	32.00	1,963	62,816.00	2,515	80,480.00
Inc. Pymt. Rem Struct. & Obstrs. (PA #29A)	Lump Sum	---	---	---	100%	42,000.00
				$144,101.00		$232,182.50

Increase	$ 88,081.50
Subtotal on Estimate of October 10, 1985	746,692.81
Subtotal	$834,774.31
Engineering	93,336.69
Total	$928,111.00

Type Code Y031
Traffic Signals (1 location)

Total as shown on Estimate of October 10, 1985	$ 44,296.00

Type Code X436
Glisan Ramp (Price Agreement No. 11 and Extra Work Order No. 14 on Contract No. 9748)

Total as shown on Estimate of October 10, 1985 $616,735.00

Length of Project ------------------- 0.370 mi.
Cost of Roadway Per Mile ------------ $2,508,408.11

RETAIN IN RESERVE

Work by Railroad	All Required	$ 92,700.00
City of Portland (Water Bureau)	All Required	10,400.00
Cold Planing	All Required	5,000.00
Work by Western Union	All Required	33,000.00
Work by Union Pacific Railroad	All Required	16,000.00
Work by Southern Pacific Trans. Co.	All Required	10,000.00
	Subtotal	$171,600.00
	Engineering	21,450.00
	Total	$193,050.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	178	$ 88,082.00	$ 74,869.00	$ 13,213.00
Roadway	177	840,029.00	714,024.00	126,005.00
Structure	177	579,081.00	492,218.00	86,863.00
Traffic Signal	177	44,296.00	37,651.00	6,645.00
Glisan Ramp	177	616,735.00	524,224.00*	92,511.00
Subtotal		$2,168,223.00	$1,842,986.00	$325,237.00
Reserve	177	193,050.00	164,092.00	28,958.00
Total		$2,361,273.00	$2,007,078.00	$354,195.00

Group 010 = 0%; Group 011 = 100%; Group 040 = 0%
Contract No. 10,134
Prefix: C726-1947 (P.E.)
Prefix: C10134
F03800

Group 041 = 100%
Contract No. 9748
*Prefix: C09748
F03847

RLC:me

Group 1
Contract No.
Prefix:

1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 29, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9300(10)
N.W. Glisan St. - N.W. Couch St. (Portland) Section
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing appn code 178 funds. This change will require the following revisions:

1) Add Appn Code 178

Revisions in financing are as indicated on the attached agreement.

RLC:me
Attachment
cc: W. Schulte, Region 1
Jan Henry
General Files

Form 734-3122 (1-87)

10,134 N

TO BE COMPLETED BY FHWA 11-29	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 11-5-85	STATE Oregon COUNTY Multnomah PROJECT NO. IX-9300(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.W. Glisan Street - N.W. Couch Street (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8/28/85	0.370
OTHER *(Specify)*		

FUNDS Pro-rata 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,273,191.00	$ 1,932,209.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 5 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 10, 1985

FEDERAL AID PROJECT NO. IX-9300(10)

N.W. GLISAN ST.-N.W. COUCH ST. (PORTLAND) SECTION
N.W. FRONT AVENUE
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. "FS" 0+25 to Sta. "FS" 14+66.69)

Mobilization	Lump Sum	All	Lump Sum	$112,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	5,000.00
Temporary Signs	Sq. Ft.	381	13.00	4,953.00
Temporary Barricades	Each	17	90.00	1,530.00
Temporary Plastic Safety Markers	Each	60	60.00	3,600.00
Temporary Striping	Lump Sum	All	Lump Sum	9,500.00
Temporary Amber Flashers	Each	2	300.00	600.00
Flaggers	Hour	1,000	16.50	16,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	5,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	40,000.00
Salvaging Belgian Block Pavers	Sq. Yd.	750	6.00	4,500.00
General Excavation	Cu. Yd.	4,770	5.75	27,427.50
Trench Excavation	Cu. Yd.	117	12.50	1,462.50
Granular Backfill	Cu. Yd.	95	18.00	1,710.00
Obliteration of Roadway	Lump Sum	All	Lump Sum	25,000.00
Furnishing and Placing Topsoil	Cu. Yd.	1,560	8.00	12,480.00
Aggregate Base	Ton	660	9.00	5,940.00
3/4"-0 Aggregate Base, 2" Thick	Sq. Yd.	671	13.75	9,226.25
Cement Treated Base Mixture	Ton	5,010	10.75	53,857.50
Portland Cement in CTB Mixture	Ton	275	70.50	19,387.50
Class "C" Asphalt Concrete	Ton	1,963	32.00	62,816.00
8" Sewer	Lin. Ft.	614	11.50	7,061.00
10" Sewer	Lin. Ft.	28	16.00	448.00
10" C.S.P. w/Cl. C Bedding	Lin. Ft.	96	18.50	1,776.00
4" A.B.S. Downspout	Lump Sum	All	Lump Sum	1,000.00
Concrete Manholes, 10' to 20' Deep	Each	1	4,500.00	4,500.00
Concrete Inlets, Double	Each	1	395.00	395.00
Concrete Inlets, Type P	Each	15	328.00	4,920.00
Concrete Inlets, Field	Each	2	475.00	950.00
Guard Rail, Type 1A	Lin. Ft.	25	30.00	750.00
Rail End Pieces, Type B	Each	2	125.00	250.00
Chain Link Closure Fence	Lump Sum	All	Lump Sum	2,475.00
36" x 72" Chain Link Single Gate	Each	1	350.00	350.00

8' x 72" Chain Link Double Gate	Each	1	450.00	450.00
Salvage and Reinstall Chain Link Fence	Lin. Ft.	335	8.00	2,680.00
Concrete Walks	Sq. Yd.	1,545	14.85	22,943.25
Concrete Driveways	Sq. Yd.	49	26.00	1,274.00
Concrete Curbs, Type C	Lin. Ft.	3,049	5.80	17,684.20
Concrete Islands	Sq. Yd.	62	48.00	2,976.00
Asphalt Approaches	Sq. Yd.	144	13.00	1,872.00
Concrete Barrier	Lin. Ft.	616	56.60	34,865.60
Adjusting Manholes	Each	11	250.00	2,750.00
Reconstructing Manholes	Each	2	700.00	1,400.00
Relocate Bollards	Lump Sum	All	Lump Sum	4,500.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	600.00
Single Post Slip Base Sign Supports	Each	4	1,100.00	4,400.00
Pipe Sign Posts	Each	17	175.00	2,975.00
Type "AA" Signs in Place	Sq. Ft.	95	30.00	2,850.00
Type "C", "D" and "EE" Signs in Place	Sq. Ft.	104.25	12.00	1,251.00
Type "G" Signs in Place	Sq. Ft.	4.5	14.00	63.00
Type "H" and "I" Signs in Place	Sq. Ft.	13	12.00	156.00
Type "M" Signs in Place	Sq. Ft.	4	12.00	48.00
Type "T" Signs in Place	Sq. Ft.	19.5	16.00	312.00
Removal of Existing Illumination	Lump Sum	All	Lump Sum	449.00
Pole Foundations	Lump Sum	All	Lump Sum	8,255.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	39,711.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	3,412.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	17,593.00
Soil Conditioner	Cu. Yd.	390	10.00	3,900.00
Furnishing and Planting Decidous Trees	Each	34	225.00	7,650.00
Furnishing and Planting Vines	Each	4,710	1.00	4,710.00
Bark Mulch	Unit	48	120.00	5,760.00
Seeded Lawn	Sq. Yd.	6,060	1.50	9,090.00
Irrigation System	Lump Sum	All	Lump Sum	23,000.00
				$677,445.30

ANTICIPATED ITEMS

Railroad Protective Cost		All Required	$ 58,100.00
Permanent Pavement Striping (City Forces)		All Required	5,000.00
EEO/Labor Compliance Monitoring	(0.5%)	All Required	6,147.51
			$ 69,247.51
		SUBTOTAL	$746,692.81
		Engineering	93,336.19
		TOTAL	$840,029.00

TYPE CODE X980
EVERETT ST. RAMP (BR. #16819)

Structure Excavation Below Elevations Shown	Cu. Yd.	60	21.00	$ 1,290.00
Retaining Walls	Lump Sum	All	Lump Sum	60,000.00
Masonry Closure Walls	Lump Sum	All	Lump Sum	13,500.00
Impact Attenuator, Hi-Dro Cushion Cluster	Each	1	11,900.00	11,900.00
Impact Attenuator, Hex-Foam Unit	Each	1	14,800.00	14,800.00
Standard Access Manhole	Lump Sum	All	Lump Sum	1,200.00
Expansion Joints	Lin. Ft.	20	150.00	3,000.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	45,000.00
Furnish HP 14x89 Steel Piling	Lin. Ft.	2,390	42.00	100,380.00
Drive Steel Piles	Lin. Ft.	2,390	5.50	13,145.00
Structural Concrete, Class 3300 - 1-1/2	Lump Sum	All	Lump Sum	21,000.00
Structural Concrete, Class 4000 - 1-1/2	Lump Sum	All	Lump Sum	43,000.00
Reinforcement	Lump Sum	All	Lump Sum	20,680.00
Coated Reinforcement	Lump Sum	All	Lump Sum	11,680.00
4' x 25'-10" Prestressed Slabs	Each	42	1,600.00	67,200.00
4' x 19'-10" Prestressed Slabs	Each	9	1,550.00	13,950.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	80	66.75	5,340.00
Structural Steel	Lump Sum	All	Lump Sum	45,000.00
3 Tube Curb Mount Steel Railing	Lin. Ft.	144	56.00	8,064.00
Pedestrian Handrail	Lin. Ft.	219	32.00	7,008.00
Concrete Slope Paving	Sq. Yd.	68	39.00	2,652.00
Membrane Waterproofing	Sq. Yd.	550	9.00	4,950.00
				$514,739.00
		SUBTOTAL		$514,739.00
		Engineering		64,342.00
		TOTAL		$579,081.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 37,317.00
				$ 37,317.00

ANTICIPATED ITEMS

City Furnished Program	All Required	$ 500.00
Signal Controller Testing & Turn-On	All Required	2,000.00
		$ 2,500.00
	SUBTOTAL	$ 39,817.00
	Engineering	4,479.00
	TOTAL	$ 44,296.00

TYPE CODE X436
GLISAN RAMP (PRICE AGREEMENT NO. 11 & EXTRA WORK ORDER NO. 14 ON CONTRACT NO. 9748)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 6,933.00
Temporary Signs	Sq. Ft.	241	29.50	7,109.50
Temporary Barricades	Each	17	143.00	2,431.00
Temporary Concrete Barrier (Reflectorized)	Lin. Ft.	840	8.60	7,224.00
Temporary Impact Barrier	Each	1	3,074.00	3,074.00
Temporary Plastic Safety Markers	Each	11	50.00	550.00
Flagmen	Hour	100	12.00	1,200.00
Bridge Rem. Work	Lump Sum	All	Lump Sum	9,500.00
Shoring & Cribbing	Lump Sum	All	Lump Sum	44,997.00
Structure Excavation	Cu. Yd.	720	19.00	13,680.00
Special Backfill	Lump Sum	All	Lump Sum	8,300.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	20,949.00
Furnish 9-5/8 Pipe Piling	Lin. Ft.	3,400	14.00	47,600.00
Splice Steel Piles	Each	34	150.00	5,100.00
Drive Steel Piles	Lin. Ft.	3,400	2.25	7,650.00
Structural Concrete Class 3300: 1-1/2	Lump Sum	All	Lump Sum	31,460.00
Structural Concrete Class 4400: 1-1/2	Lump Sum	All	Lump Sum	56,134.00
Structural Concrete Class 4500: 1-1/2	Lump Sum	All	Lump Sum	6,570.00
Metal Reinf. Gr. 60	Lump Sum	All	Lump Sum	17,490.00
Structural Steel	Lump Sum	All	Lump Sum	201,683.00
Replacement Bolts	Each	1,500	7.50	11,250.00
Bearing Devices	Lump Sum	All	Lump Sum	7,325.00
EWO #14 (Temporary Deck Lighting)		All Required		30,000.00
		SUBTOTAL		$ 548,209.50
		ENGINEERING		68,525.50
		TOTAL		$ 616,735.00

Length of Project ----------------- 0.370 mile

Cost of Roadway Per Mile ---------- $2,270,348.65

RETAIN IN RESERVE

Work by Railroad	All Required	$ 97,200.00
City of Portland (Water Bureau)	All Required	10,400.00
Cold Planing	All Required	5,000.00
Work by Western Union	All Required	33,000.00
Work by Union Pacific Railroad	All Required	16,000.00
Work by Southern Pacific Trans. Co.	All Required	10,000.00
	SUBTOTAL	$171,600.00
	Engineering	21,450.00
	TOTAL	$193,050.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway	$ 840,029.00	$ 714,024.00	$126,005.00
Structure	579,081.00	492,218.00	86,863.00
Traffic Signal	44,296.00	37,651.00	6,645.00
Glisan Ramp	616,735.00	524,224.00	92,511.00
SUBTOTAL	$2,080,141.00	$1,768,117.00	$312,024.00
Reserve	193,050.00	164,092.00	28,958.00
TOTAL	$2,273,191.00	$1,932,209.00	$340,982.00

Group 010: 0%; Group 011: 100%; Group 040: 0%
Contract No. 10,134
Prefix: C726-1947 (P.E.)
Prefix: C10134

Group 041: 100%
Contract No. 9748
Prefix: C09748

DRH:me

JC cc: OSHD (D. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	**REPORT NUMBER** 4	**COUNTY** Multnomah		**DIVISION** Oregon
DATE OF REPORT 6/1/88	**REPORT MADE BY** Ed Fischer, Assistant Area Engineer			**PROJECT NO.** IX-9300(10)
COMPLETION DATE 7/7/87	**ACCEPTANCE DATE BY CONTRACT AGENCY** 2/1/88		**TIME ELAPSED** 100 %	**CONTRACT TIME** 360 CD
APPROVED EXTENSIONS 124 CD	**LOCATION** See Below			

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate and the contractors final wage certificate are attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

N.W. GLISAN ST. - N.W. COUCH ST. (PORTLAND)
N. W. FRONT AVENUE
Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping

This project provided for the reconstruction of N. W. Glisan St., N.W. Everett St., N.W. Davis St., N.W. Couch St., N.W. 1st Ave., and N.W. Front Ave. between the completed Steel Bridge project and Light Rail project.

The contract was awarded to Gervais Construction Inc. on 9/26/85. Work started 10/23/85 and was completed 7/7/87. The original 360 calendar (CD) contract time was extended to 484 CD by various time extensions for utility delay, extra work, additional landscape items and unanticipated removal of structures and obstructions.

The final project cost was approximately 16.8% below the original authorization. This underrun was due to contingency and anticipated items originally authorized that were not constructed.

A final inspection of this project was performed on 7/15/87.

- EF -

RECEIVED
STATE HWY ENGR
JUN 8 '88
REFER TO
6/9 cc Construction
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cm

***NOTE:** Note applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Edward L. Fischer		**SIGNATURE**	
TITLE Assistant Area Engineer	**DATE** 6/3/88	**TITLE** District Engineer A	**DATE** 6/6/88

FORM FHWA 1446B (Rev 1-87) PREVIOUS EDITIONS MAY BE USED.

10,134

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10134

TO: Commission Services

DATE: February 1, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10134, On Site Work Substantially Completed July 7, 1987

All Work Completed October 30, 1987

Project NW Glison St.-NW Couch St. (Portland)

Highway FAU 9300 - NW Front Ave.

County Multnomah

Type of Work Grade, Pave, Str., Sign, Illum, Signal and Landscaping

Contractor Gervais Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-12-88 Surety ltr. sent.

RECEIVED
FEB -3 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,134

February 12, 1988

United Pacific Insurance Co.
33405 8th Avenue, S., C-3000
Federal Way, WA 98003

CON 5 - 10,134

Contract No. 10,134 awarded to Gervais Construction, Inc. for work on the N.W. Glisan St.-N.W. Couch St. (Portland) Section of FAU 9300-NW Front Avenue in Multnomah County was completed on October 30, 1987, and accepted by the State Highway Division on February 1, 1988.

Final payment in the amount of $2,521.82 will be released to the contractor after February 18, 1988. The total contract amount is $1,407,159.11 including $89,549.46 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Gervais Construction, Inc.
P.O. Box 9130
Brooks, OR 97305

United Pacific Insurance Co.
825 NE Multnomah, Suite 300
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Rick Kuehn

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

December 9, 1987

In Reply Refer To
File No.:

VIC RHODES
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204

726-1947

Subject: N.W. Front Avenue (Glisan-Couch)

Attached is a worksheet showing the federal funding requirements for this project based on current estimates. Included in the estimated cost is $526,224, federal funds, for the Glisan Street ramp modifications.

Please contact the Metropolitan Service District to make the necessary adjustments to cover the $211,566 FAIX shortfall. Please remember that approximately $222,000 of construction engineering is not eligible for federal participation.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:SE:po

Attachment

cc: Ted Spence
Andy Cotugno
Gary Zehner
Bob Colby

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
DEC 11 1987
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

12

734-1850 (1-87)

Date 12-9-87

Plan File # 10140

Prepared By S. Eng

MSD # 751

DOCUMENTATION OF
ADDITIONAL FEDERAL FUNDING REQUIREMENTS

TIP NAME N.W. Front Ave - Glisan to Couch (Everett - Front Connector)

Section Glisan to Couch Highway NW Front Ave.

Jurisdiction City of Portland

Type of Federal Funds: FAIX ✓ FAU ___ Other ___

Financial Sponsor City of Portland

	MSD AUTHORIZATIONS FED. $ (MSD Report # ___)	ESTIMATED COST FED. $ (Date of Est ___)	DIFFERENCE (MSD Auth. Less Est. Cost)
PE	219,503	348,199	-128,696
R/W	—	—	—
Const.	1,932,209	2,015,079	-82,870
Reserve	—	—	—
Total	2,151,712	2,363,278	-211,566

TOTAL ADDITIONAL FUNDS NEEDED: $211,566

COMMENTS: Construction cost breakdown is as follows:

Glisan St. Ramp = $526,224
Glisan-Couch = 1,488,855
2,015,079

RECOMMENDED MSD ACTION: Increase authorization by $211,566 (F.A.I.X.)

jc

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(9)

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 1, 1985

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. W. Glisan St. - N. W. Couch St.

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Gilmour's letter dated 10/20/87 this will confirm the approval date of 3/1/87 contingent upon modification of Project Agreement if additional funds are required for the actual adjustments to the telegraph lines and conduit, and vault relocation on an actual cost basis of $16,680.10; Federal Funds $14,178.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
NOV 10 '87
REFER TO
Gilmour
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 11/10/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 11, 1987

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St.

11. GENERAL DESCRIPTION OF WORK

Fabricate and install a guide sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/11/87 as requested in Mr. Fredrickson's letter of 10/15/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 15 is approved to a TEC of $250; Federal Funds $213.

Orig to Speight

RECEIVED
STATE HWY ENGR
NOV 9 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/6/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO.

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

2A. COUNTY NAME Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 31, 1987	8. FEDERAL ROUTE NUMBER FAU 9300	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St.

11. GENERAL DESCRIPTION OF WORK

Replace centerline reference monument

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/31/87 as requested in Mr. Fredrickson's letter of 10/15/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 16 is approved to a TEC of $700; Federal Funds $595.

Orig to Speight 11-10

RECEIVED
STATE HWY ENGR
NOV 9 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 11/6/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,134

October 20, 1987

Gervais Construction, Inc.
P. O. Box 9130
Brooks, OR 97305

CON 5
10134

Re: Time Extension Request
NW Glisan St.-NW Couch St.
Contract No. 10134
FAP No. IX-9300(10)

Your third request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 45 calendar days due to three (3) listed causes as follows:

1. Ten calendar days for a delay in starting the irrigation system in the seeded lawn area.

2. Thirty calendar days for a delay in receiving a complete landscape and irrigation plan.

3. Five calendar days for time lost in reorganizing the takeover of Greg Law's landscaping contract work.

The specified completion for this project was 360 calendar days. The first time extension of November 26, 1986, granted a 36 calendar day extension. There was an agreed extension of 37 calendar days included in Price Agreement No. 29.

There was a 40 calendar day extension granted for your second request, approved on May 18, 1987. Contract time was stopped on January 20, 1987, and restarted on June 15, 1987, to allow better weather for seed germination. This was revised to June 23, 1987, on August 24, 1987, to reflect an extension of the period of time required to ensure a complete kill of unwanted plant material by use of round up. This amounts to a 150 calendar day stop work order.

Second notification was issued on July 7, 1987, which resulted in 11 calendar days more time being charged than was previously allowed.

In my review, I found that you have been very cooperative in scheduling of your work beyond the Rose Festival activities, and also that you did not have access to the lawn area to be seeded due to extra work on the abandoned steel bridge ramp.

In summary, a contract time adjustment of an additional 11 calendar days is granted for the reasons discussed above. The new completion date for this project is July 7, 1987, and there are no liquidated damages remaining.

Should you wish further review of this matter, or to submit additional data, please contact David Hill of the City of Portland. I would also like to personally thank you for your patience while we sorted this request out. The Project Manager, Frank Buehler, was reassigned and this issue had been overlooked.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:RJK:mk

bc: C. O. Fredrickson
Rick Kuehn w/att.
David Hill w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: MARION CRAFT
Region Construction Engineer

DATE: September 9, 1987

FROM: M.B. SMITH
Liaison Consultant

SUBJECT:

NW Front Avenue, Glisan-Couch
Contract No. 10134
Contractor's Request for Time Extension

I have reviewed the attached third request for time extension and the Project Manager's recommendation. I concur with the recommendation to grant 11 additional calendar days to complete the work.

Bryant. 10/13/87
I concur with an 11 C.D. Extension as the work could have been completed within previous time, except that the site was not available due to other extra work going on in the area of the steel bridge ramp.
Ron K.

10-20-87
W.E. Schwartz —
I concur and recommend an 11 C.D. time extension.
D.B. Jackman

MBS:cms
attachment

CE ___ CAE ___ RECEIVED SPC ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ SEP 1 1987 FE ___ CP ___
CA ___ PGC ___
CAM ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

CC: Bryant Jackman - with original attachments.

The contractors narrative and Dave Hill's summary and analysis adequately point out the delays due to extra and added work, which caused the 11 day overrun.

I recommend granting the 11 days due to additional landscaping work, thus removing all liquidated damages.

Marion Craft
9-15-87

81-125-1387

15,134

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO 6-2

TO: Ted Spence
Metro Region

Original signed by
[illegible]

DATE: October 16, 1987

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-9300(10)
N.E. Glisan St.-N.W. Couch St. (Portland) Sec.
N.W. Front Avenue
Multnomah County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project, in the amount shown:

Previous Obligation	New Obligation	Increase
$2,007,078.00	$2,210,925.00	$203,847.00

Please arrange for updating of MSD's records to show this change.

RLC:bkb
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

Gary Zehner

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 16, 1987

FEDERAL AID PROJECT NO. IX-9300(10)

N.E. GLISAN ST.-N.W. COUCH ST. (PORTLAND) SEC.
N.W. FRONT AVENUE
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. "FS" 0+25 TO STA. "FS" 14+66.69)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	SF	$ 13.00	381	$ 4,953.00	671	$ 8,723.00
Salvaging Belgian Block Pavers	SY	6.00	750	4,500.00	1,796	10,776.00
Conc. Manholes 10'-20' Deep	EA	4,500.00	1	4,500.00	2	9,000.00
Conc. Walk	SY	14.85	1,545	22,943.25	1,852	26,761.40
Conc. Curbs Type C	LF	5.80	3,049	17,684.20	3,808	22,086.40
Temp. Conc. Barrier Reflectorized (PA #3A)	LF	14.00	---	---	301	4,214.00
Additional Removal of Strs. & Obstr. (PA #15A)	LS	3,670.00	---	---	---	3,670.00
Evergreen Trees (FA #26B)	EA	332.50	---	---	9	2,992.50
Time Exten. (Adj. #2)	DAY	500.00	---	---	36	18,000.00
Time Exten. (Adj. #4)	DAY	500.00	---	---	73	36,500.00
Remove Curb & Sidewalk	---	---	---	---	---	5,352.85
Remove PCC Walls (FA #8)	---	---	---	---	---	6,555.37
Install Extra Conduit (FA #11)	---	---	---	---	---	9,177.03
Remove PCC Pvmnt (FA #12)	---	---	---	---	---	11,915.43

Const. 3" Sand Base for Sdwlks. (FA #13)	---	---	---	---	---	2,840.61	
Cold Plane & Prepare for Paving (FA #15)	---	---	---	---	---	8,717.41	
Work on Abandoned Bridge Ramp (FA #16)	---	---	---	---	---	17,901.95	
Modify Shldr. Barrier (FA #21)	---	---	---	---	---	10,793.76	
Temp. Illum. (SFO #8)	---	---	---	---	---	3,278.94	
				$ 49,627.45		$219,256.65	
						Increase	$ 169,629.20
						Subtotal from estimate on June 29, 1987	834,774.31
						Subtotal	$1,004,403.51
						Engineering	150,660.49
						Total	$1,155,064.00

TYPE CODE X980
EVERETT ST. RAMP (BR. #16819)

Subtotal from estimate on Sept. 24, 1985		$ 514,739.00
	Engineering	77,210.00
	Total	$ 591,949.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

Total as shown on estimate of Sept. 24, 1985	$ 44,296.00

TYPE CODE X436
GLISAN RAMP (PRICE AGREEMENT NO. 11 AND EXTRA WORK ORDER NO. 14 ON CONTRACT NO. 9748)

Total as shown on estimate of October 10, 1985	$ 616,735.00

Length of Project	0.370 mi.
Cost of Roadway Per Mile	$3,121,794.59

RETAIN IN RESERVE

Work by Railroad	All Required	$ 92,700.00
City of Portland (Water Bureau)	All Required	10,400.00
Cold Planing	All Required	5,000.00
Work by Western Union	All Required	33,000.00

Work by Union Pacific Railroad	All Required	16,000.00
Work by Southern Pacific Trans. Co.	All Required	10,000.00
	Subtotal	$ 171,600.00
	Engineering	21,450.00
	Total	$ 193,050.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Sub. Job	Total Cost	Federal Funds	City Funds
Roadway	580	031	$ 226,953.00	$ 192,910.00	$ 34,043.00
Roadway	178	021	88,082.00	74,869.00	13,213.00
Roadway	177	011	840,029.00	714,024.00	126,005.00
Structure	177	011	579,081.00	492,218.00	86,863.00
Structure	580	031	12,868.00	10,937.00	1,931.00
Traf. Signal	177	011	44,296.00	37,651.00	6,645.00
Glisan Ramp	177	041	616,735.00	524,224.00*	92,511.00
Subtotal			$2,408,044.00	$2,046,833.00	$ 361,211.00
Reserve			193,050.00	164,092.00	28,958.00
Total			$2,601,094.00	$2,210,925.00	$ 390,169.00

Group 010 = 0%; Group 011 = 100%; Group 040 = 0%
Contract No. 10,134
Prefix: C726-1947 (P.E.)
Prefix: C10134
F03800

Group 041 = 100%
Contract No. 9748
*Prefix: C09748
F03847

RLC:bkw

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 16, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed by
Cam Gilmour

From: Cam Gilmour, Manager
Program Section

Subject: Project No. IX-9300(10)
N.E. Glisan St.-N.W. Couch St. (Portland) Sec.
N.W. Front Avenue
Multnomah County

I request your approval of a program change to joint finance the subject project, utilizing Appn Code 580 funds. This change will require the following revision:

1. Add 580 Appn Code.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Enc.
cc: W. Schulte (Reg. 1)
J. Henry
General Files

Form 734-3122 (1-87)

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO 6-2

TO: Ted Spence
Metro Region

DATE: October 16, 1987

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-9300(10)
N.E. Glisan St.-N.W. Couch St. (Portland) Sec.
N.W. Front Avenue
Multnomah County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project, in the amount shown:

Previous Obligation	New Obligation	Increase
$2,007,078.00	$2,210,925.00	$203,847.00

Please arrange for updating of MSD's records to show this change.

RLC:bkb
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

81-125-1387

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 2, 1987

In Reply Refer to
File No.:
CON 5
10134

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NW Glisan Street-NW Couch Street (Portland) Section
NW Front Avenue, Multnomah County
Contract No. 10134

This federal-aid project is complete and it appears that the final cost will exceed the project authorization by $310,700 or 18.7 percent.

This project was designed and built in conjunction with the remodeling of the Steel Bridge highway contract and a Tri-Met Light Rail Transit contract to bring the light rail transit down into the local city street area. There were several major changes in those projects that drastically affected the work on this NW Front Avenue project. There were also numerous changes in this project that were necessary to fit existing abutting streets and landscaping conditions.

Changes in configuration of the existing ground between the design phase and the time of contract award, together with an extension of the work on northbound Front Avenue and the need to close a gap in work between this project and the adjacent light rail project, required an additional quantity of excavation, base, and paving materials, adding more than $190,000 to the cost of the project.

A large portion of the anticipated overrun is due to construction engineering costs. This project was constructed at the same time as were the Steel Bridge project and the light rail transit project. A major redesign was required in order to make everything fit together satisfactorily. Extra engineering costs were incurred in properly monitoring, inspecting, and documenting the added work items.

There are sufficient funds available in the category of work and all of the increase, except $222,000, is eligible for federal participation.

I recommend that the authorization be increased by $310,700 to a new total of $1,968,329.91. This matter will be on the consent calendar for the September 15 meeting.

bc: R. N. Bothman
W. E. Schwartz
Fran Neavoll
Doug Goldbach
George Bell
C. O. Fredrickson
Rick Kuehn

HHP:mk kkr
064

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
10134

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 1, 1987

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
NW Glisan St.-NW Couch St. (Portland) Section
NW Front Avenue, Multnomah County
Contract No. 10134

This federal-aid project is complete and it appears that the final cost will exceed the project authorization by $310,700 or 18.7 percent.

This project was designed and built in conjunction with the remodeling of the Steel Bridge highway contract and a Tri-met Light Rail Transit contract to bring the LRT down into the local city street area. There were several major changes in those projects that drastically affected the work on this NW Front Avenue project. There were also numerous changes in this project that were necessary to fit existing abutting streets and landscaping conditions.

Changes in configuration of the existing ground between the design phase and the time of contract award, together with extension of the work on northbound Front Avenue and the need to close a gap in work between this project and the adjacent light rail project, required additional quantity of excavation and of base and paving materials, adding more than $190,000 to the cost of the project.

A large portion of the anticipated overrun is due to construction engineering costs. This project was constructed at the same time as were the Steel Bridge project and the LRT project. A major redesign was required in order to make everything fit together satisfactorily. Extra engineering costs were incurred in properly monitoring, inspecting and documenting the added work items.

There are sufficient funds available in the category of work and all the increase except $222,000 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $310,700. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk
Attach.

cc: R. A. Kuehn B. M. Walton M. B. Smith
F. Buehler D. L. Trout

OK

Oregon Department of Transportation
HIGHWAY DIVISION

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

PROJECT NAME (SECTION) NW Glisan St. - NW Coucn St. (Portland)			CONTRACT NO. C-10134
HIGHWAY 9300 (NW Front Ave)	COUNTY Multnomah		DATE July 1, 1987
CONTRACTOR Gervais Construction Co.	KIND OF WORK Grad., pav., sig., struc., sign, illum, landsp	CONTRACT WORK COMPLETED 98 %	ESTIMATED COMPLETION DATE July 10, 1987*

	CURRENT AUTHORIZATION	CURRENT ESTIMATE
CONTRACT AMOUNT	1,229,501.30	1,268,000.00
ANTICIPATED ITEMS	243,947.51	126,076.37
CONTINGENCY	66,305.20	137,127.80 ~~137,073.57~~
ENGINEERING	117,875.90	450,000.00
CREDITS	0	- 12,874.26
TOTAL PROJECT COST	1,657,629.91	1,968,329.91 ~~1,968,275.68~~

ESTIMATED INCREASE $ 310,700.00 ~~310,645.77~~ = 18.74 %

LIST MAJOR OVERRUNS AND UNDERRUNS - Include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated (A) or unanticipated (U):		CURRENT ESTIMATED AMOUNT	AMOUNT OF CHANGE
General Excavation	(A)	40,368.45	47.2%
CTB Mixture	(A)	69,343.74	28.8%
Class "C" A.C. Mixture	(A)	80,485.44	28.1%
PA 1-3, 5-18, 20-26, 28, 29	(U)	56,867.21	100 %
EWO 1-14, 16-27	(U)	75,832.05	100 %
EWO 15	(A)	13,717.41	274 %
Non-spec A.C. Mixture	(U)	6,874.26	-100 %
Engineering	(A)	450,000.00	282%

PRINCIPAL REASONS FOR OVERRUNS (Continue on reverse side):

See Attachments

JUL - 2 1987

* Completion date does not include landscape establishment.
Including landscape establishment, the completion date would be October 31, 1987.

SUBMITTED BY PROJECT MANAGER Bruce Shearer for Frank Buehler	NOTED BY CONSTRUCTION ENGINEER For O. B. Jackmond
CONFIRMED BY REGION ENGINEER Marvin Croft	NOTED BY STATE HIGHWAY ENGINEER

INSTRUCTIONS: Submit the original through Region to the Construction Section. Approved copies will be distributed by the Construction Section.

734-3372 (REV. 10/86)

Principal reasons for overruns:

(To accompany expected overrun of project authorization for NW Glisan St.-NW Couch St., C-10134 dated 5-21-87)

General Excavation -- The survey crews cross-sectioned NW Front Ave. prior to its construction to obtain the original ground elevations. Between the time the cross-sections were completed and the Contractor started to excavate, fill from the reconstruction of the Steel Bridge was placed in this area. In addition, the "FN" line reconstruction was extended south toward W Burnside Street. The combination of these two items increased the general excavation.

C.T.B. Mixture -- Upon excavating the NW Couch St. and NW Davis St. intersections, it was found that extra CTB would be required to repair the base. The added roadway caused by the extension of the "FN" line also increased the quantity of CTB mixture used.

Class "C" A.C. Mixture-- The quantity of CL "C" AC was increased when it was found that the area between the Light Rail project and this project left approximately 150 feet of roadway that would not be improved. To match the grade at each end, this 150-foot area was cold planed then paved. In addition to the pavement required for this section of roadway, the area where the "FN" line had been extended was also paved. The paving of these two areas caused the increase in the CL "C" A.C. quantity.

Price Agreements -- P.A. 1, 2, 6, 12, 15-17, 21, 22, 23 and 26 were all design changes. The primary cause of the design changes came about when it was discovered that the project, as designed, would not match up with the recently completed Steel Bridge project. The original plans were designed to meet the design of the reconstruction of the Steel Bridge. The Steel Bridge was not built as it was originally designed. Because of this, the Front Avenue project had to undergo extensive redesign to meet the as-built project. The remaining design changes were required to take care of a ramp that had been abandoned, but not removed under the adjacent Light Rail Transit contract. The landscape plans had to be completely redesigned to meet changes in the area after all the projects were completed. This redesign included additional large trees to be planted as screening around the abandoned ramp.

PA 3 and PA 20 -- With the construction of 3 separate projects taking place at the same time, additional safety precautions had to be taken. These Price Agreements corrected unsafe areas within the project limits.

PA 11 and PA 29 are for claims. PA 11 was written to settle a claim resulting from a temporary street light feed that was required when a portion of retaining wall was demolished leaving an existing feed near the surface of remaining portion of wall. It was determined that this feed could not remain in operation and the Contractor was directed to place a temporary feed to an existing street light. As the Contractor contended that no provision had been made by the contract for construction of a temporary illumination facility, a claim was filed.

PA 29 was a claim resulting from additional removals of Structures and Obstructions beyond what the contract documents outlined. This resulted from an alleged discrepancy in the plans and special provisions. The Contractor expended time and materials in the removal of these items and requested additional compensation for same. The labor, time and materials required were documented on a Daily Force Account records basis. Upon completion, the Contractor filed a claim for extra compensation. The Contractor's claim was compared with the inspector's daily force account records and corrected accordingly. A mutual agreement was reached after negotiation between the State Highway Region Office, the City Engineer's Office and the Contractor's staff. This P.A. has been prepared and submitted for formal approval.

PA 9 and PA 27 -- Both of these price agreements are price adjustments due to non-spec steel and Class "C" AC mixture respectively. Price Agreement 9 for the non-spec structure steel has been written, signed and approved.

Price Agreement 27 has not been prepared as of this date. At present, the penalty for failing A/C is being checked over by Art Louie of Material Compliance. Upon receiving it back, the Price Agreement will be completed and returned for approval.

The remaining Price Agreements are for minor specification changes. The project was not affected monetarily by these changes.

This project had 27 Extra Work Orders in addition to the aforementioned Price Agreements. Of all the Extra Work Orders, only EWO 15 was anticipated. This Extra Work Order was for cold planing. The additional work required on NW Couch and NW Davis Streets to meet the LRT project caused the overrun in this item.

The remaining 26 Extra Work Orders resulted from the merging of the LRT contract, the Steel Bridge contract and this contract. As all three projects were under construction at the same time, it was impossible to anticipate all the miscellaneous items that resulted. In a number of cases, the Contractor wanted more money on a Price Agreement basis than project staff determined was needed. As the work was required to complete the project, the EWO basis was chosen to avoid further negotiations and to allow work to be performed in a timely manner.

Engineering -- This project was constructed at the same time the LRT Project and the Steel Bridge Project were under construction. The NW Glisan-NW Couch St. project had been designed to fit the proposed completed construction of these two projects. During the preliminary construction phase, it was found that the design of the NW Glisan-Couch St. would not meet the "As Constructed" section of the Steel Bridge. A major redesign was required to fit the two projects together. As construction progressed, more and more redesign was needed. Upon completion of the LRT project, it was found that approximately 150 lin. ft. of NW Couch Street and NW Davis Street between the two projects would remain. To match the grade, the curbs and walks were removed and replaced. The street was then cold planed and repaved. Again, additional engineering monies were expended for design. This additional engineering is documented by the 56 Change Orders.

Of the 56 Change Orders, 27 were Extra Work Orders. The daily tracking of these EWOs added to the administration of the contract.

The materials used in the construction of this project included structural steel, structurally critical concrete and prestressed slabs. The cost of testing of these materials added to the overall engineering cost.

A complete breakdown of the total engineering charges follows:

Contract Administration (City)	$ 200,000.00	=	44.44%
Contract Administration (State)	130,000.00	=	28.90%
Material Testing (City)	20,000.00	=	4.44%
Material Testing (State)	35,000.00	=	7.78%
Redesign (city)	65,000.00	=	14.44%
	$ 450,000.00	=	100%

BWS:vwp
5-21-87

10,134

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 18, 1987

In Reply Refer to
File No.:
CON 5
10134

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9300(10)

Contract 10134, Work Completed July 7, 1987

Project NW Glisan St.-NW Couch St. (Portland)

Highway FAU 9300-NW Front Ave.

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 15, 1987

LMH
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
AUG 24 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

AUG 19 1987
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED AT HWY ENGR
JUL 31 '87
REFER TO Fredrickson
FOR

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon 8/7

IN COMPANY WITH: Mike Smith, OSHD: Dave Hill, City of Portland and Mike Moore, Gervais Const-Co.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7/15/87	W. H. Kappus, Area Engineer, Mike Cribb, HT and Larry Heil, Assistant Area Engineer	IX-9300(10)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	SEE BELOW	137 %	100 %

N. W. GLISAN ST. - N. W. COUCH ST. (PORTLAND)
N. W. FRONT AVE.
Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping

This project provides for the reconstruction on N. W. Glisan St., N. W. Everett St., N. W. Davis St., N. W. Couch St., N. W. 1st Ave., and N. W. Front Ave. between the completed Steel Bridge project and Light Rail project.

The contract was awarded to Gervais Construction Inc. on 9/26/85. Work started 10/23/85 and was completed 7/7/87. The original 360 calendar day (CD) contract time was extended to 473 CD by various time extensions for utility delay, extra work, additional landscape items and unanticipated removal of structures and obstructions. The 6 CD time extension associated with Utility Delays is non-participaing. 492 CD were used, therefore the excess 19 CD is subject to liquidated damages. The final project cost did not significantly overrun the original authorization.

A $42,000 price agreement was processed to provide for all claims associated with extra pavement removal and removal of unanticipated structures and obstructions.

The original analysis of failing top lift asphalt concrete was mistakenly based on Job Mix Design limits rather than those detailed in the special provisions. Therefore, the final cost assessed to the contractor for failing materials and the associated coring and testing amounts to $4,274 instead of the previously reported $7,778. The top lift appears to be wearing well so the City has decided against sealing the subject pavement.

Attachments to the Division Office copy of this report include; a list of price agreements and extra work orders, price reduction analysis associated with failing top lift A.C., claim settlement associated with unanticipated structures and obstructions, list of overruns/underruns and the latest time extension request.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30042
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 7, 1987
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. (Portland)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/29/87 we approve the Program Change to joint finance the subject project utilizing Appn Code 178 funds.

This change will require the following revision:
1. Appn Code ----- add "178" funds

RECEIVED
STATE HWY ENGR
JUL 17 '87
REFER TO Potter
FOR

Info	Inves	R/D	D/R	[illegible]	ect	File
					✓	

Orig to
7/20

14. DATE 7/15/87
15. SIGNATURE OF APPROVING OFFICIAL John T. Price
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10 131

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

July 10, 1987

In Reply Refer To
File No.: 10140

VIC RHODES
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204

Subject: N.W. Front Avenue (Glisan-Couch)

Attached is a worksheet showing the federal funding requirements for this project based on current estimates. Included in the estimated cost is $526,224, federal funds, for the Glisan Street ramp modifications. We were informed that the estimated cost for construction engineering increased to $450,000. Please note that only $227,741 of this amount is eligible for federal participation for construction engineering.

Please contact the Metropolitan Service District to make the necessary adjustments to cover the $78,129 FAIX shortfall.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:SE:po

cc Ted Spence
Andy Cotugno
Gary Zehner

Attachments

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 14 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PROJECT NAME (SECTION) NW Glisan Street - NW Couch St. (Portland)		WEEK ENDING June 27, 1987
		CONTRACT NO 10134
HIGHWAY 9300 (NW Front Ave)	COUNTY Multnomah	F.A. PROJECT NO IX-9300(10)
CONTRACTOR Gervais Construction Co.	KIND OF WORK Grading, paving structure, signals landscape	DATE OF AWARD September 26, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 1,539,753.11	AUTHORIZATION	$ 117,855.90	FIRST NOTIFICATION DATE October 23, 1985
		COST THIS WEEK	$ 2,000.00	ESTIMATED DATE OF COMPLETION, OR January 31, 1987
ESTIMATED PROJECT COST	$ 1,630,000.00	TOTAL TO DATE	$ 350,000.00	
ESTIMATED PERCENT OVERRUN/UNDERRUN	6 %	PERCENT OF AUTHORIZATION	249 %	SECOND NOTIFICATION DATE AND

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Calendar day	N/A	473	482	102%	No

ESTIMATED SEMIFINAL SUBMITTAL DATE

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 1 WORKERS: 4

PERCENT CONTRACT WORK COMPLETED
99 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Landscape
ORIG. CONTRACT QUANTITIES	4770 CY	5010 T	1963 T	$37,317	$514,739	$54,050
EST. CORRECTED QUANTITIES	5000 CY	5300 T	2050 T			
EST. PERFORMED TO DATE	5000 CY	5300 CY	2050			
PERCENT PERFORMED TO DATE	100%	100%	100%	100%	100%	97%

ACTIVITIES THIS WEEK:

Working on landscaping; general clean up of site.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Landscape; cleanup.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

PROJECT MANAGER (SIGN)

for
Frank Boeller

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

10-13-

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

2A. COUNTY NAME Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 17 '87
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE June 21, 1986

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. W. Glisan St. - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Emergency striping and signing modification

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/21/86 as requested in Mr. Fredrickson's letter of 5/27/87 as being cost effective for the use of City of Portland Bureau of Maintenance forces to proceed with the above work.

State Force Order No. 12 Sup. is approved to a TEC of $3,333.26; Federal Funds $2,833.00.

14. DATE 6/15/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10134-1

May 18, 1987

Gervais Construction, Inc.
P. O. Box 9130
Brooks, OR 97305

CON 5
10134

Re: Time Extension Request
NW Glisan St.-NW Couch St.
Contract No. 10134
FAP No. IX-9300(10)

Your second request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 57 calendar days due to twelve (12) listed causes.

Items #1 and #2 of your request, obliteration and pave the Couch Street Intersection and adjust manhole, were found to be valid and the requested additional 10 calendar days of contract time is granted.

Items #3 through #12 involved extra or additional work but did not delay project completion since these items were not on the critical path for project completion. The additional time requested for these items is denied.

Two items of landscape work did delay the completion of the project but were not included in your request.

First, an additional planting area of bark mulch and ivy was completed during the week of December 8-12, 1986, and this added work warrants an additional two (2) calendar days of contract time, which is granted.

Second, the performance of extra and additional landscape work from December 24, 1986, through January 20, 1987, warrants an additional 28 calendar days of contract time and that time is also granted.

In summary, a contract time adjustment of an additional 40 calendar days is granted for the reasons discussed above. The adjusted contract time of completion of this contract is 436 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact the Project Manager.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Frank Buehler w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: March 25, 1987

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT:

NW Glisan St. - NW Couch St.
Contract No. 10134

Attached is the contractor's request for time extension and the Project Manager's analysis and recommendation.

The contractor, Gervais Construction Company, has listed 12 items for which he is asking for various amounts of time, totaling 57 days. Frank Buehler addresses each item and includes two subjects of his own, and recommends a total of 40 days. Frank's analysis and recommendation includes 6 days for utility work delay (contractor's item 1); 4 days due to extra work (contractor's item 2); and 30 days due to added landscape items (Project Manager's addition).

Frank's analysis seems to be very thorough and complete and I concurr in his recommendation.

Attached for your information about the project are copies of letters and information sheets. These show the project as set up for 360 CD, a 36 day extension for 396 CD at the present for this project, and 469 days ~~and~~ used for a 73 day overrun.

If you need more information, please let me know.

MC:cms
attachment

5-15-87

W.E. Schwartz --

I concur with Region and Project Manager and recommend a 40 C.D. time extension.

B. Jackmond

SPC ...... TC
PGC ......

123-1387

10,134

May 7, 1987

CON 5 - #10,134

John W. Burns & Sons Inc.
5005 N.E. 14th Avenue
Portland, OR 97211

Attention: Pamela J. Michalios

This is in response to your letter of April 20, 1987, concerning Contract No. 10,134 for work on the N.W. Glisan Street-N.W. Couch Street (Portland) Project.

Under Oregon law, you may file a claim against Gervais Construction, Inc., for unpaid labor and materials. It should be jointly addressed to the Secretary of State at 143 Capitol Building, Salem, OR 97310, and to Gervais Construction. Please send a copy of this claim notice to my office at 121 Transportation Building, Salem, OR 97310. We will notify the bonding company for you.

If after you file your claim and you still do not receive payment, we suggest that you contact the bonding company direct.

Attached is a copy of the law which outlines the filing procedure. If you have any questions, my number is 378-6526.

Fran Neavoll
COMMISSION SERVICES

FKN:azm

Attachment

John W. Burns & Son, Inc.
PAINTING & SANDBLASTING
5005 N.E. 14TH AVE. · PORTLAND, OREGON 97211 · PHONE 281-0011

April 20, 1987

Commission Services
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Dear Sirs:
We have completed work for Gervais Construction Company on a project that took place on N. W. Front Avenue. The Contract Number is 10134.

We have not been paid. The Engineer at the City of Portland, Bruce Shearer, recommended we write to you for some results.

Frequent attempts to get satisfaction from Gervais Construction have been futile. We are often told to call back the next morning at 8:00 a.m.

Thank you for your attention in this matter.

Sincerely,

Pamela J. Michalios

Pamela J. Michalios
President

PM:pjs

cc: Secretary of State
State of Oregon
Gervais Construction

RECEIVED
APR 21 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bi cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Mike Smith, OSHD; Frank Bueler, Dick Beem and Dave Hill, City of Portland

DATE OF INSPECTION 4-3-87	INSPECTION MADE BY Bill Kappus, Area Engineer Larry Heil, Assistant Area Engineer	PROJECT NO. IX-9300(10)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK *See Below	TIME ELAPSED 124% %	WORK COMPLETED 99 %

N. W. GlISAN STREET - N. W. COUCH ST.
N. W. FRONT AVE.
MULTNOMAH COUNTY

This project provides for the reconstruction on N. W. Glisan St., N. W. Everett St., N. W. Davis St., N. W. Couch St., N. W. 1st Ave., and N. W. Front Ave. between the completed Steel Bridge project and Light Rail project. Construction included roadbed grading, cement treated base, asphalt concrete pavement, reinforced concrete retraining wall, concrete curbs, sidewalks, driveways, the Everett St. bridge, permanent signing, roadway illumination, traffic signals, loop detectors, an irrigation system and landscaping.

Work Complete and In Progress:

All project related items have been completed except for landscaping. Landscape activity was suspended January 20, 1986 because of wet soil conditions. The remaining landscape activity is expected to be completed during the first two weeks of May.

Comments:

*Work started October 23, 1985 and was to be completed within 360 calender days (October 25, 1986). Numerous complications were encountered in tieing up loose ends between the Light Rail Project and the Steel Bridge Project. A 36-day time extension for extra work has already been approved. Time extension requests for removal of unanticipated structures and obstructions, additional extra work, and landscaping are anticipated.

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
APR 14'87
REFER TO
Fredrickson
FOR

Form FHWA-1446A
(Rev. 2-84)

An evaluation of the ± 1200 tons of failing top lift asphalt concrete by OSHD Materials Engineer, Glen Boyle, indicates a 12.5% average reduction in service life. The evaluation was based on an Oregon State University report titled "Development of Rational Pay Adjustment Factors for Asphalt Concrete." Since no signs of premature pavement failure were observed during this inspeciton after a winters wear, and Boyles' Materials Report indicates that the material is suitable for use, a decision was made to accept the material with a pay adjustment to reflect reduced pavement life. Pay adjustment for failing gradation and density and reduced pavement life, coupled with coring and testing charges total $7,778.53. The City is also considering the possibility of requiring the contractor to seal some pavement areas. These seals will be evaluated to assure that the friction coefficient of the roadway is not compromised.

A ponding problem exists on the north-bound on ramp to the Steel Bridge from Front Avenue. The City intends to require the contractor to grind in order to correct the problem.

A meeting was held with the City on 4-6-87 to discuss the claim involving removal of structures and obstructions. Those in attendance included: Bill Kappus, Jerry Heimbuch, FHWA; Mike Smith, Al Harwood, OSHD; Frank Buehler, Dave Hill, City of Portland.

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: March 13, 1987

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated on the attachment, I have requested additional obligation of federal funds for each of the listed projects to cover cost increases. Please notify MSD of these actions.

RLC:bkb
Attach.
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

81-125-1387

REQUEST FOR ADDITIONAL FUNDS
MSD PROJECTS

Federal Aid Project No.	Project No.	Type Work	Current Obligation	Present Estimate	Cost Increase
IX-27-2(17)	Beaverton/Tigard Hwy. Intch.	Const.	$6,805,060	$6,931,194	$126,134
IX-9891(4)	Powell Valley Rd.-SE Division St. Sec.	Const.	1,030,702	1,033,932	3,230
IX-9022(8)	Hillsboro ECL-Cornelius Pass Rd.	P.E.	288,958	327,208	38,250
IX-32(17)	T.V. Hwy. @ S.W. 185th Ave. (Aloha) Sec.	Const.	858,323	970,866	112,543
IX-9300(9)	N.W. Glisan St.-N.W. Couch St. Sec.	P.E.	211,182	219,503	8,321
IX-68(9)	Banfield Corridor Traffic Monitoring	P.E.	169,893	183,459	13,566
IX26 (20)	Union/Grand Ave. Viaduct-SE River Rd	PE .	389,570	654,004	92,155

November 26, 1986

Gervais Construction, Inc.
P. O. Box 9130
Brooks, OR 97305

CON 5
10134

Re: Time Extension Request
NW Glisan St.-NW Couch St.
Contract No. 10134
FAP No. IX-9300(10)

Our recent letter granting an adjustment of contract time on this project contained an error. A contract time adjustment of an additional 33 calendar days was granted. The adjustment should have been 36 additional calendar days. The correct adjusted contract time of completion for this project is 396 calendar days.

The error in our previous letter resulted from improperly converting from workdays to calendar days.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood
Mike Smith
FHWA
Frank Buehler, City of Portland
Bruce Walton

November 19, 1986

Gervais Construction, Inc.
P. O. Box 9130
Brooks, OR 97305

CON 5
10134

Re: Time Extension Request
NW Glisan St.-NW Couch St.
Contract No. 10134
FAP No. IX-9300(10)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 31 days of contract time due to the performance of five items of extra and additional work.

Our analysis indicates that a contract time adjustment of an additional 33 calendar days is warranted for the performance of this extra and additional work. The adjusted contract time of completion of this contract is 393 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Frank Buehler.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
Frank Buehler w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 30, 1986

FROM: Marion Craft
MARION CRAFT
Region 1 Construction Engineer

SUBJECT:

NW Glisan Street-NW Couch Street
Contract No. 10134

The contractor has submitted a time extension request for this project, for 31 days due to extra work performed at five different time intervals. These times and the days requested for each occurrence are listed and explaned in the contractor's letter.

The project manager for the City of Portland, Frank Buehler, has analyzed each occurrence and recommends a total of 36 calendar days due to the extra work items listed.

He also discusses the installation of an extra impact attenuator, the addition of 9 extra trees to the landscaping and recommends giving consideration to granting him up to the date listed on the Surety's consent form. Frank Buehler makes some pretty good arguments for granting this time on the basis that it will be needed; however, my recommendation is to grant the 36 calendar days justified by Buehler as extra work related and to consider the other items separately, if the time is eventually needed.

11-18-86

MC:cms

W. E. Schwartz -

I basically agree with Region and Project Manager and recommend a time extension of 33 calendar days due to performance of extra and added work. (Note: The three C.D. differance results from two weekends being expanded by the Proj. Mgr. as though they were week days.)

B. Jackmond

CE ..... CAE .....
RECEIVED
SPC ..... TC .....
COE ..... OM .....
..... CC .....
NOV [illegible] 86
FE ..... CP .....
CA .....
FOC .....
LO .....

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
NOV 20 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | ile

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Frank Buehler and Dick Beem; City of Portland and Mike Smith; OSHD

DATE OF INSPECTION 11/6/86	INSPECTION MADE BY Larry Heil, Assistant Area Engineer	PROJECT NO. IX-9300(10)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK ** SEE BELOW	TIME ELAPSED 108 %	WORK COMPLETED 98 %

NOTED
W. E. SCHWARTZ

N. W. GLISAN STREET - N. W. COUCH ST.
N. W. FRONT AVE.
MULTNOMAH COUNTY

This project provides for the reconstruction on N. W. Glisan St., N. W. Everett St., N. W. Davis St., N. W. Couch St., N. W. 1st Ave., and N. W. Front Ave. between the completed Steel Bridge project and Light Rail project. Construction included roadbed grading, cement treated base, asphalt concrete pavement, reinforced concrete retaining wall, concrete curbs, sidewalks, driveways, the Everett St. bridge, permanent signing, roadway illumination, traffic signals, loop detectors, an irrigation system and landscaping.

Scope of Inspection:

The purpose of this inspection was to become familiar with the status of the project and to discuss contract changes and problems encountered during construction.

Work Complete and in Progress:

Grading, base, paving and structures have been completed. Signals are 75% complete and landscaping is 35% complete. Work in progress during this inspection included:

1. Landscaping N. W. Front between Davis and Everett,
2. Installing fence under the Everett St. bridge to keep out undesirables,
3. Signals turned on at the intersection of Everett and Front, and
4. Sawcut and seal joints on the Everett St. bridge.

Comments:

Eighteen extra work orders and fifteen price agreements have been processed to accomodate the numerous problems encountered in completing the unfinished link between the completed Steel Bridge project and the Light Rail project. Costs are not expected to significantly overrun contingencies.

**A request for a time extension has been submitted for the numerous extra work orders.

1500 tons of surface coarse aspahlt concrete does not comply with contract specifications. Sieve analysis indicate that not enough material was passing the 1/4" and #10 sieves. None of the densities passed, with some as low as 85%. The City of Portland has requested that the OSHD Materials Engineer, Glen Boyle review the problem and recommend a course of action.

A ± $50,000 contract claim is expected for removal of structures and obstructions. Numerous obstructions were encountered which were considered by the contractor to be beyond the scope of the "or as directed by the engineer" clause. Daily Force Account records have been prepared and co-signed by the contractor and inspector as unexpected obstructions were encountered.

Construction signing was reviewed and found to be adequate.

- LMH -

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

CEIVED
HWY ENGR
AUG 8 '86
REFER TO Potter
FOR
Info | Invs | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE July 22, 1986

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. (Portland)

11. GENERAL DESCRIPTION OF WORK

Provide landscape irrigation water

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~XXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/22/86 as requested in Mr. Fredrickson's letter of 7/28/86 as being cost effective for the use of City of Portland Bureau of Water Works forces to proceed with the above work.
State Force Order No. 13 is approved to a TEC of $500;
Federal Funds $425.

14. DATE 8/6/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 .. PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

RECEIVED
STATE HWY ENGR
AUG 1 '86
REFER TO Potter
FOR
Info Inves R/O D/R Sign

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 29, 1986

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 7/11/86 this will confirm the advance approval date of 1/29/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the water facilities on an actual cost basis estimated to be $9,790; Federal Funds $8,322.

The Agreement with the City of Portland Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 7/29/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

jc

U. S. DEPARTMENT OF TRANSP ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

2A. COUNTY NAME Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 1, 1986

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Provide material for the rubberized railroad grade crossing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/1/86 as requested in Mr. Fredrickson's letter of 7/21/86 as being cost effective for the use of Union Pacific Railroad forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $83,342;
Federal Funds $70,840.

RECEIVED
STATE HWY ENGR
JUL 28 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7/25/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc.

U. S. DEPARTMENT OF TRANSP TATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 21, 1986

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Emergency signing and striping modifications

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/21/86 as requested in Mr. Fredrickson's letter of 7/21/86 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 12 is approved to a TEC of $1,000
Federal Funds $ 850.00

RECEIVED
STATE HWY ENGR
JUL 28 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7/25/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosener

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 11, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

ORIGINAL SIGNED BY
DONALD L. TROUT

FROM: Gary A. Potter
Manager, Program Section

RECEIVED
STATE HWY ENGR

JUL 16 '86

REFER TO

FOR

Info	Inves	R/D	D/R	ign	ct	[illegible]

SUBJECT: Revised Estimate of Cost
Water Facilities Adjustment
Bureau of Water Works
city of Portland
N.W. Glisan St. - N.W. Couch St.
(Portland) Section
FAU 9300 (N.W. Front Avenue)
Multnomah County
P.E. Project No. IX-9300(9)

Here is a copy of a revised estimate of cost to the City of Portland Bureau of Water Works facilities dated May 6, 1986 and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service and distribution facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the revised actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 29, 1986 under the provisions of FHPM 6-6-3-1 is requested. Revised estimated cost to the State is $9,790.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming
Frank Buehler - City of Portland

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 2, 1986
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STATE HWY ENGR
JUL 3 '86
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | Ret | File

WES
TAA

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-0000(LRT) & IX-9300(10)
Willamette River (Steel Bridge) Sec.
N. W. Glisan - N. W. Couch (Glisan Ramp)
Contract 9748, X-Ref Contract 10134
Pacific West Highway
Multnomah County

We have reviewed Extra Work Order No. 34 on the Steel Bridge project as enclosed with Mr. Patterson's June 27, 1986 letter. We are returning the order for your review and resubmittal with verification that charges will be assigned to the Glisan - Couch Sec., Front Avenue project.

In reviewing the document we find that the Federal-aid project number and OSHD prefix relate to the Steel Bridge. Please advise us of what indication is used to direct your accounting section to charge this order to the Glisan - Couch project. The same indications apply to SFO No. 9, EWO No. 14 and PA No. 11. Those orders have been approved by FHWA with a comment on PR-1240 regarding appropriate funding source. Receipt of this order without indication of appropriate project or prefix designation raises the question.

We will approve the order upon receipt of accounting verification for the documents referenced as well as any other related work that may not have been identified in our reviews. Your assistance in clarifying this issue will be appreciated.

Sincerely yours,

G. K. Hasner
for Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const) w/EWO #34
OSHD (G. A. Potter, Program)
UMTA, Seattle (Aubrey Davis)

10 — → JC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -3 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE March 21, 1986

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Complete Traffic Signal Installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/21/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $3,000;
Federal Funds $2,550.

14. DATE 6/2/86

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
APR 11 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE January 29, 1986

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. (Portland)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 4/3/86, this will confirm the advance approval date of 1/29/86 contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the water facilities on an actual cost basis of $2,947; Federal Funds $2,505.

The Agreement with the City of Portland Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 4/10/86

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(9)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

2A. COUNTY NAME Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
APR 11 '86
REFER TO
Potter
FOR
Info Inves R/D

7. DATE AUTHORIZATION EFFECTIVE June 14, 1985

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. W. Glisan St. - N. W. Couch St. Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 4/4/86, this will confirm the advance approval date of 6/14/85 contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the telegraph lines on an actual cost basis of $32,675; Federal Funds $27,774.

The Agreement with Western Union is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 4/10/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9300(10)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30042

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
January 13, 1986

8. FEDERAL ROUTE NUMBER
FAU 9300

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
N. W. Glisan Street - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Provide Temporary Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND OR~~ XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/13/86 as requested in Mr. Fredrickson's letter of 3/27/86 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $4,000; Federal Funds $3,400.

RECEIVED
STATE HWY ENGR
APR 9 '86
REFER TO
Potter
FOR
Info Invs R/D J/R Sign Act File

Orig to
4/9

14. DATE
4/8/86

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 4, 1986

RECEIVED
STAT HWY ENGR
APR 4 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter **ORIGINAL SIGNED BY GARY A. POTTER**
Manager, Program Section

SUBJECT: Telegraph Lines, Conduit & Vault Relocation
Western Union
N.W. Glisan St. - N.W. Couch St. Section
FAU 9300 (N.W. Front Avenue)
Multnomah County
P.E. Project No. IX-9300(9)

Here is a copy of an estimate of cost to adjust Western Union's telegraph lines, conduit and vault facilities dated June 6, 1985.

A certification prepared by Richard L. Fleming as to Western Union's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Western Union was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of transmission facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of Western Union's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 14, 1985 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $32,675.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Adjustment
Bureau of Water Works
City of Portland
N.W. Glisan St.-N.W. Couch St.
(Portland) Section
FAU 9300 (Front Ave.)
Multnomah County
P.E. Project No. IX-9300(9)

RECEIVED
STAT HWY ENGR
APR 4 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust City of Portland Bureau of Water Works' water facilities dated May 20, 1985.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service and distribution facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 29, 1986, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $2,947.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

Form 734-3122

jc

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Orig to
3/11

RECEIVED
STATE HWY ENGR
MAR 11 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE September 3, 1985

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. W. Glisan Street - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Provide Engineer/Inspector and railroad flaggers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/3/85 as requested in Mr. Fredrickson's letter of 2/12/86 as being cost effective for the use of Union Pacific Railroad Co. forces to proceed with the above work.

State Force Order No. 9 Rev is approved to a TEC of $16,500;
Federal Funds $14,025.

Charges for work related to this order are not authorized to Federal-aid project IX-0000(LRT).

14. DATE 3/6/86

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
FEB 5 '86
REFER TO
Patton
FOR
Info | Inves. | R/O | O/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 10-1-85

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. W. Glisan St. - N. W. Couch St. (Portland)

11. GENERAL DESCRIPTION OF WORK
Relocation of Communication Lines

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-1-85 as requested in Mr. Fredrickson's letter of 1-24-86 as being cost effective for the use of Union Pacific Railroad Co. & Southern Pacific Transportation Co. forces to proceed with the above work.

State Force Order No. 5 and 6 is approved to a TEC of $13,265;
Federal Funds $11,275.

14. DATE 2/3/86

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30042

6. TO

2-3-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 5 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/M	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE October 1, 1985
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. W. Glisan St. - N. W. Couch St. (Portland)

11. GENERAL DESCRIPTION OF WORK
Relocation of Railroad Crossing Signal Cable

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~NY AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-1-85 as requested in Mr. Fredrickson's letter of 1-24-86 as being cost effective for the use of Union Pacific Railroad Co. forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $102,770;
Federal Funds $87,354.

The information submitted with your request safisfies our needs as stated in our 8-23-85 and 1-9-86 letters. Eligibility is verified.

14. DATE 2/3/86
15. SIGNATURE OF APPROVING OFFICIAL D K Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
Bureau of Water Works
City of Portland
N.W. Glisan St. - N.W. Couch St. (Portland)
Section
FAU 9300 (Front Avenue)
Multnomah County
Project No. IX-9300(9)

Confirmation of your verbal authorization for City of Portland's Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of January 29, 1986 is requested. An estimate of cost has been received from the Bureau in the amount of $3,200. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
January 29, 1986 is approved

CT Christianson

C. T. Christianson, Area Engineer

RECEIVED
STATE HWY ENGR
APR 2 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
E. L. Hardt
Frank S. Buehler - City of Portland
Mike Smith
R. L. Fleming

Form 734-3122

10.134

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 29, 1986

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Oregon Project No. IX-9300(10)
Glisan Street Ramp-Steel Bridge
Front Avenue (City of Portland)
Multnomah County

This will acknowledge receipt of your January 9, 1986 letter reminding that additional information is needed to support the high cost identified for UPRR Railroad adjustments outlined in the agreement. At this time we have not been successful in obtaining additional information from the railroad. Until we are successful we will not bill you for federal participation for this work.

DLT:pf

cc: Larry Rulien
Bruce Boyd
Vern Skoog
Roger Trygstad
Ed Marges
Leon Brock

RECEIVED
STAT. HWY ENGR
JAN 30 '86
REFER TO
POR

Form 734-3122

10 34

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

January 9, 1986
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-9300(10)
Glisan St. Ramp - Steel Bridge
Front Avenue (City of Portland)
Multnomah County

Having received no response to our August 23, 1985, letter we can not verify eligibility of UPRR work. We requested additional data to support the high costs identified for UPRR adjustments.

Please do not bill Federal funds for UPRR work until it can be verified for eligibility.

Sincerely yours,

for G. K. [illegible]
Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (R. Trygstad, Util)

RECEIVED
STATE HWY ENGR

JAN 10 '86

REFER TO
~~Hunter~~ Potter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

10,134

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 2, 1986

In Reply Refer To
File No.:

VIC RHODES
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204

10140

Subject: N.W. Front Avenue (Glisan-Couch)

Attached is a worksheet showing the federal funding requirements for this project based on current estimates. Included in the estimated cost is $537,050 federal funds for the Glisan Street Ramp modifications.

As mentioned during our recent phone conversation, please contact Metropolitan Service District and make the necessary adjustments to cover the $455,301 shortfall.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ted Spence
Andy Cotugno
~~Gary~~ Zehner

Attachment

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 3 1986
REFER TO________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850

Date 12/30/8 Plan File # 10140

Prepared By Wayne Schultz MSD # 751 pg. 15

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENTS

TIP NAME N.W. Front Ave. - Glisan - Couch

Section Glisan - Couch Highway N.W. Front Ave.

Jurisdiction City of Portland

Type of Federal Funds: FAIX ✓ FAU ___ Other ___

Financial Sponsor City of Portland

	MSD AUTHORIZATIONS FED. $ (MSD Report # 94)	ESTIMATED COST FED. $ (Date of Est. 12/21/85)	DIFFERENCE (MSD Auth. Less Est. Cost)
PE	159,120	211,182	-52,062
R/W	6,800	0	+6,800
Const.	1,479,850	1,889,889	-410,039
Reserve	-	-	-
Total	1,645,770	2,101,071	-455,301

TOTAL ADDITIONAL FUNDS NEEDED: $455,301

COMMENTS: Const. Cost Breakdown is as follows:

Glisan St. Ramp: $537,050

Glisan - Couch 1,352,839

1,889,889

RECOMMENDED MSD ACTION: Increase authorization by $455,301.

7556

JC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30042
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 28, 1985
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Structures (See Price Agreement No. 11 and Extra Work Order No. 14)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

We concur that it is in the public interest to proceed with construction under Price Agreement to project number IX-0000(LRT) contract number 9748 as requested by Mr. Potter's letter of 10-10-85. Funding was identified as retained and reserved on previous PS&E (IX-9300(10) authorized by 1240 dated 9-6-85.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

(Approved P. A. No. 11 and E. W. No. 14 are attached.)

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/N | Sign | Act | File

Orig w/ att to
11/4

14. DATE 11/1/85
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-10-1

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: October 15, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 19, 1985

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened September 19, 1985 on the following projects:

1. Necanicum River Bridge Section
Avenue "G" in Seaside
Clatsop County
Reinforced Concrete and Structural Steel Bridge Repair

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Clatskanie River Bridge
Park Street, Clatskanie
Columbia County
Reinforced Concrete and Structural Steel Bridge Repair

   Sidewalks will be provided for pedestrian and bicycle traffic.

3. Lone Tree Bridge Section
Catching Slough Road
Coos County
Reinforced Concrete and Structural Steel Bridges

   Four-foot shoulders will be provided for bicycle and pedestrian traffic.

4. Umpqua Myrtle State Wayside Rockfall Section
Umpqua Highway
Douglas County
Earthwork and Drainage

   Same as No. 1.

5. M.P. 57.00 - John Day/Burns Highway
FAS B379 (Izee Road-Brush Ranch Road)
Grant County
AC Paving and Oiling

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

6. N.W. Glisan St.-N.W. Couch (Portland)
Multnomah County
Reinforced Concrete and Structural Steel Bridges

Sidewalks and pedestrian signals will be provided for pedestrian and bicycle traffic.

7. S.E. Baseline Street @ S.E. 8th Avenue (Hillsboro)
Tualatin Valley Highway
Washington County
Traffic Signals

Pedestrian signals will be installed for pedestrian and bicycle traffic.

LWR:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10.131 11

October 15, 1985

CON 5 - 10,134

Gervais Construction, Inc.
P. O. Box 9130
Brooks, OR 97305

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,134 for work on the N. W. Glisan Street-N.W. Couch St. (Portland) Section of FAU 9300-N. W. Front Avenue in Multnomah County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 Eighth Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith, Liaison
Merle Anderson

Frank Buehler
City of Portland
1120 SW Fifth, Rm. 837
Portland, OR 97204

GERVAIS CONSTRUCTION CO.
GENERAL CONTRACTORS
5030 Rockdale • P.O. Box 9130 • Brooks, OR 97305
Equal Employment Opportunity Employer

TELEPHONE
792-3595
393-0757

SEPTEMBER 23, 1985

OREGON STATE HIGHWAY DIVISION
COMMISSION SERVICES

Re: N.W. Glisan St. - N.W. Couch St.
Portland

TO: Whom it Concerns

In regards to the assigned contract goals of 15% for DBE and 2% for WBE participation. Gervais Construction, Inc. intends to fulfill these goals as follows:

DBE GOAL of 15% of the contract amount of $1,229,501.30 = $184,425.20

We inted to use the following:

	BID ITEM	QUANITY	UNIT	U PRICE	AMOUNT
TPT SERVICES	#66	550	sy	5.97	$ 3,283.50
		Total for TPT Services			$ 3,283.50
GERVAIS CONST., INC.	#46	ALL	LS	60,000.00	60,000.00
	#51	20	Lf	150.00	3,000.00
	#55	ALL	LS	21,000.00	21,000.00
	#56	ALL	LS	43,000.00	43,000.00
	#59	42	ea	1,600.00	67,200.00
	#60	9	ea	1,550.00	13,950.00
		Total for Gervias			$208,150.00

TOTAL DBE PARTICIPATION $211,433.50

WBE goal of 2% of the Contract A,ount of $1,229,501.30 = $24,590.03

We intend to use the following

M-R Pierce Constructors	# 1 (partial)	ALL	LS	1,486.00	1,486.00
	#30	25	LS	16.00	400.00
	#31	2	ea.	40.00	80.00
	#44	ALL	LS	1.000.00	1,000.00

A Minority Contractor

#48	1	ea	12,200.00	12,200.00
#49	1	ea	15,300.00	15,300.00
#67	ALL	LS	450.00	450.00
#68	4	ea.	750.00	750.00
#69	17	ea.	130.00	2,210.00
#70	95	sf.	22.00	2,090.00
#71	104.25	sf.	8.00	834.00
#72	4.5	sf	12.00	54.00
#73	13	sf	10.00	130.00
#74	4	sf	10.00	40.00
#75	195	sf	18.00	351.00

Total for M-R Pierce Constructors Inc. $37,375.00

TOTAL WBE PARTICIPATION $37,375.00

Truly,

Casandra G. Ross, Pres.

CASANDRA G. ROSS, PRESIDENT
GERVAIS CONSTRUCTION, INC.

RECEIVED
SEP 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 10, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Change Order (Price Agreement No. 11 & Extra Work Order No. 14)
Item No. 30042
Project No. IX-9300(10)
N.W. Glisan St.-N.W. Couch St. (Portland) Section
Multnomah County

Attached are three copies each of Change Orders (Price Agreement No. 11 and Extra Work Order No. 14) for the subject project.

I request your approval of Change Order and that it constitutes PS&E documents for Stage I of the Glisan Ramp revision Project No. IX-9300(10) as the prerequisites have been satisfied under project IX-0000(LRT).

I also request confirmation of your verbal authorization to proceed with construction, including utility adjustments as of June 14, 1985.

DRH:me
Attachments
cc: E. L. Hardt (Metro)
Wayne Schulte (Metro)
General Files

Form 734-3122

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9300(9)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30042

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: June 14, 1985

8. FEDERAL ROUTE NUMBER: FAU 9300

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St.

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 9-24-85 this will confirm the advance approval date of 6-14-85 adding "Utility Adjustments" to the character of proposed work on the subject project.

RECEIVED
STATE HWY ENGR
SEP 30 '85
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

Orig to 9/30

14. DATE: 9/26/85

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 24, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9300(9)
N.W. Glisan St. - N.W. Couch St. (Portland) Section
Front Avenue
Multnomah County

I request confirmation of previous verbal approval as of June 14, 1985 in a program change to include in the character of proposed work "Utility Adjustments" at an estimated total cost of $44,000 with federal funds of $37,400.

Authorization to proceed with actual adjustments of utility facilities will be requested under separate action.

CPL:me
cc: J. Cartwright
J. Peterson
General Files

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP - 9 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/10

7. DATE AUTHORIZATION EFFECTIVE August 28, 1985

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. W. Glisan Street - N. W. Couch St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, pave, structures and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 8-22-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 8-26-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,126,006; Federal Funds $1,807,103.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 9/6/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Hardt
Metro Region Engineer

DATE: August 30, 1985

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Glisan Street Ramp Reconstruction
Steel Bridge

NOTED
E. S. HUNTER

I am returning the signed original counterparts of an agreement authorizing ODOT to reconstruct the upper deck of the Steel Bridge, Glisan Street Ramp. These are being returned to the Union Pacific Railroad for their formal execution.

I am also sending to you a preliminary copy of the signed agreement and the indicated approval of Chairman Yturri.

The Union Pacific Railroad has given us, under these conditions, the right to proceed with the work. It is contingent upon your ensuring that the insurance endorsement is provided by your contractor. Once this is done you may begin the work that is required to accomplish this project.

JBB:jh

cc: Chairman Anthony Yturri
E. S. Hunter
John Howard
Bob Gormsen
Roger Trygstad

RECEIVED
STATE HWY ENGR
SEP - 3 '85
REFER TO
FOR
Info | Inv. | R/D | J/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 30, 1985

Mr. Jeff S. Asay
General Attorney
Union Pacific Railroad
Company
1515 S.W. Fifth, Suite 400
Portland, OR 97201

RE: Steel Bridge
Glisan Street Ramp
Reconstruction

NOTED
E. S. HUNTER

Dear Jeff:

I am returning the three counterpart originals of the agreement authorizing ODOT to reconstruct the upper deck of the Steel Bridge-Glisan Ramp. This agreement has been approved by the chairman of the Oregon Transportation Commission, Mr. Anthony Yturri. We would appreciate our copy when they have been properly executed.

We will notify you when the Drake Construction Company insurer has included the endorsement. As soon as this endorsement is provided to you, we will proceed with work on the ramp.

Again, Jeff, we sincerely appreciate the effort that the Union Pacific Railroad has put out on this project. I realize fully that the project has not always followed a nice, neat path, and your ability to follow the crooked path has been of great benefit to the project.

Sincerely,

Bruce

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:mk
Attachments

cc: Chairman Anthony Yturri
E. S. Hunter
John Howard
Bob Gormsen
Ed Hardt
Roger Trygstad
Tuck Wilson

RECEIVED
STATE HWY ENGR
SEP - 3 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Section *N.W. Glisan St. - N.W ouch St. (Portland)* Programming timate $ ______

Highway *FAU 9300 - N.W. Front Ave.* Project Length *0.27 Mile*

County *Multnomah* Completion Time *All work except for plant establishment, 360 Calendar days*

Kind of Work *Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping* Est. Comp. Date *9-11-86*

Prefix *C726-1947-921* Letting Date *September 19, 1985* Project No. *IX-9300 (10)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Rev. 8-~~8~~ 15 -85

~~21~~ ~~22~~ 27

Estimated Contract Amount		$ $1,152,818^{05}$
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs	$58,100^{00}$	
Other Railroad Costs (Grade Crossing Material)	$97,200^{00}$	
Permanent Signing		
Permanent Pavement Striping (City of Portland) .	5000^{00}	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
City ~~State~~ Furnished *Program*	500^{00}	$ $243,565^{00}$
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn. On.	2000^{00}	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
× Water Facility Adjustments (City of Portland) . .	$11,000^{00}$	
______		
______		
Cold Planing	5000^{00}	
~~EEO~~/Labor Compliance Monitoring (0.5%) .	5765^{00}	
Adjust Utilities:		
× Western Union	$33,000^{00}$	
× Union Pacific Railroad	$16,000^{00}$	
× Southern Pacific Transportation Co.	$10,000^{00}$	
	Subtotal	$ $1,396,383^{05}$
Contingencies (4-1/2%)		$62,837^{24}$
Engineering ((8), 9, 10%)		$111,710^{64}$
	Subtotal	$
Credit for ______		
Estimated Net Authorization, Construction		$ $1,570,930^{93}$

APPROVED

8/27/85
11:41 JB

______
Road Design Engineer

Rev. 11/81

Section N.W. Glison St. - N.W. Couch St. (Portland) Programming Estimate $

Highway FAU 9300 - N.W. Front Ave. Project Length 0.27 Mile

County Multnomah Completion Time 360 Calendar days + All work except for plant establishment

Kind of Work Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping Est. Comp. Date 9-11-86

Prefix C726-1947-921 Letting Date September 19, 1985 Project No. IX-9300 (10)

Rev. 8-~~8~~ ~~15~~ 21-85

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 1,152,818.05
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	58,160.00	
Other Railroad Costs (Grade Crossing Material)	97,200.00	
Permanent Signing		
Permanent Pavement Striping (City of Portland)	5000.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
City ~~State~~ Furnished Program	500.00	
Roadside Seeding & Mulching		$ 183,965.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn On	2000.00	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Water Facility Adjustments (City of Portland)	10,400.00	
Cold Planing	5000.00	
EEO/Labor Compliance Monitoring (0.5%)	5765.00	
Adjust Utilities:		
Subtotal		$ 1,336,783.05
Contingencies (4-1/2%)		60,155.24
Engineering ([✓ 8], 9, 10%)		106,942.64
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 1,503,880.93

APPROVED Received 7:15 AM 8-21-85 cc: Wayne Schulte Rec'd 8-26-85

Road Design Engineer

Rev. 11/81

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Rev. 8-21-85

SECTION N.W. Glison St. - N.W. Couch St. (Portland)		REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 1 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
x	Mobilization		Lump Sum	All	—	93,100 00
x	Temporary Protection and Direction of Traffic		Lump Sum	All	—	31,000 00
x	Temporary Signs		Sq. Ft.	381	12 00	4572 00
x	Temporary Barricades		Each	17	75 00	1275 00
	Temporary Plastic Safety Markers		Each	60	40 00	2400 00
	Temporary Striping		Lump Sum	All	—	1200 00
	Temporary Amber Flashers		Each	2	350 00	700 00
	Flaggers		Hour	1000	15 00	15,000 00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	1000 00
	Removal of Structures and Obstructions		Lump Sum	All	—	31,600 00
	Salvaging Belgian Block Pavers		Sq. Yd.	750	2 50	1875 00
	General Excavation		Cu. Yd.	4770	15 00	71,550 00
	Trench Excavation		Cu. Yd.	117	12 50	1462 50
	Granular Backfill		Cu. Yd.	95	7 50	712 50
	Obliteration of Roadway		Lump Sum	All	—	13,700 00
	Furnishing and Placing Topsoil		Cu. Yd.	1560	10 00	15,600 00
	Aggregate Base		Ton	660	14 00	9240 00
	3/4"-0 Aggregate Base, 2" Thick		Sq. Yd.	671	1 00	671 00
	Cement Treated Base Mixture		Ton	5010	11 00	55,110 00

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Rev. 9-21-95

SECTION: N.W. Glisan St. - N.W. Couch St. (Portland)
REFERENCE NAME/PHONE:
COUNTY: Multnomah
SHEET: 2 of 5

KIND OF WORK: Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping
KEY NUMBER:
LENGTH: 0.27 Mile
DATE: 8-8-95
NAME: Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "C" Asphalt Concrete		Ton	1963	32.00	62,816.00
	8" Storm Sewer Pipe		Lin. Ft.	614	30.00	18,420.00
	10" Storm Sewer Pipe		Lin. Ft.	28	35.00	980.00
	10" C.S.P. W/Cl. C Bedding		Lin. Ft.	96	25.00	2400.00
	4" A.B.S. Downspout		Lump Sum	All	—	100.00
	Concrete Manholes, 10' to 20' Deep		Each	1	1500.00	1500.00
	Concrete Inlets, Double		Each	1	475.00	475.00
	Concrete Inlets, Type P		Each	15	375.00	5625.00
	Concrete Inlets, Field		Each	2	475.00	950.00
	Guard Rail, Type 1A		Lin. Ft.	25	13.00	325.00
	Rail End Pieces, Type B		Each	2	100.00	200.00
	Chain Link Closure Fence		Lump Sum	All	—	1400.00
	3'x72" Chain Link Single Gate		Each	1	300.00	300.00
	8'x72" Chain Link Double Gate		Each	1	750.00	750.00
	Salvage and Reinstall Chain Link Fence		Lin. Ft.	335	10.00	3350.00
	Concrete Walks		Sq. Yd.	1545	12.00	18,540.00
	Concrete Driveways		Sq. Yd.	49	20.00	980.00
	Concrete Curbs, Type C		Lin. Ft.	3049	4.00	12,196.00
x	Concrete Islands		Sq. Yd.	62	20.00	1240.00
	Extra for Asphalt Approaches		Sq. Yd.	144	15.00	2160.00
	Concrete Barrier		Lin. Ft.	616	52.00	32,032.00
	Adjusting Manholes		Each	11	300.00	3300.00

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

Rev. 6-21-85

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)		REFERENCE NAME/PHONE		COUNTY Multnomah	SHEET 3 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAME Vincent	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Reconstructing Manholes		Each	2	750.00	1500.00
	Relocate Bollards		Lump Sum	All	—	500.00
	STRUCTURES					
	Structure Excavation Below Elevations Shown		Cu. Yd.	60	150.00	9000.00
x	Retaining Walls		Lump Sum	All	—	80,000.00
	Masonry Closure Walls		Lump Sum	All	—	10,725.00
	Impact Attenuator, Hi-Dro Cushion Cluster Unit		Each	1	8000.00	8000.00
	Impact Attenuator, Hex-Foam Unit		Each	1	8500.00	8500.00
	Standard Access Manhole		Lump Sum	All	—	500.00
	Expansion Joints		Lin. Ft.	20	60.00	1200.00
	Furnish Pile Driving Equipment		Lump Sum	All	—	18,750.00
x	Furnish HP 14 x 89 Steel Piling		Lin. Ft.	2390	32.82	78,439.80
	Drive Steel Piles		Lin. Ft.	2390	1.50	3585.00
	Structural Concrete, Class 3300 - 1½		Lump Sum	All	—	14,880.00
	Structural Concrete, Class 4000 - 1½		Lump Sum	All	—	28,175.00
	Reinforcement		Lump Sum	All	—	13,545.00
	Coated Reinforcement		Lump Sum	All	—	7800.00
	4' x 25'-10" Prestressed Slabs		Each	42	1150.00	48,300.00
	4' x 19'-10" Prestressed Slabs		Each	9	875.00	7875.00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	80	60.00	4800.00

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

Rev. 8-21-85

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)		REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 4 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Structural Steel		Lump Sum	All	—	18,600.00
	3 Tube Curb Mount Steel Railing		Lin. Ft.	144	60.00	8640.00
	Pedestrian Handrail		Lin. Ft.	219	30.00	6570.00 -
	Concrete Slope Paving		Sq. Yd.	68	32.00	2176.00
x	Membrane Waterproofing		Sq. Yd.	550	10.00	5500.00
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	—	1500.00
	Single Post Slip Base Sign Supports		Lump Sum	All	—	5000.00
	Pipe Sign Posts		Lump Sum	All	—	2975.00
	Type "AA" Signs in Place		Sq. Ft.	95	21.00	1995.00
	Type "C", "D", "EE" Signs in Place		Sq. Ft.	104.25	13.00	1355.25
	Type "G" Signs in Place		Sq. Ft.	4.5	13.00	58.50
	Type "H" and "I" Signs in Place		Sq. Ft.	13	13.00	169.00
	Type "M" Signs in Place		Sq. Ft.	4	7.00	28.00
	Type "T" Signs in Place		Sq. Ft.	19.5	13.00	253.50
	ILLUMINATION					
	Removal of Existing Illumination Installations		Lump Sum	All	—	3000.00
	Pole Foundations		Lump Sum	All	—	12,325.00
	Roadway Lighting Poles and Arms		Lump Sum	All	—	17,400.00
	Luminaires, Lamps and Ballasts		Lump Sum	All	—	7,250.00
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	—	35,525.00

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Rev. 8-21-85

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)		REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 5 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	—	48,500^{00}
	LANDSCAPING					
	SOIL Conditioner		Cu. Yd.	390	19^{00}	7410^{00}
	Furnishing and Planting Deciduous Trees		Each	34	200^{00}	6800^{00}
	Furnishing and Planting Vines		Each	4710	4^{00}	18,840^{00}
	Bark Mulch		Unit	48	125^{00}	6000^{00}
	Seeded Lawn		Sq. Yd.	6060	3^{60}	21,816^{00}
	Irrigation System		Lump Sum	All	—	26,000^{00}
						$1,152,818^{05}

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

August 23, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. E. S. Hunter
Acting State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97301

Dear Mr. Hunter:

OREGON IX-9300(10)
Glisan Street Ramp/Steel Bridge
Front Avenue (City of Portland)
Multnomah County

We have reviewed the draft UP, SP/ODOT agreement attached to Mr. Potter's letter of August 12, 1985. The document is approved as requested; however, due to the high cost of work by UPRR please provide a more detailed definition of work showing the work limits, lengths of cable, etc. Maps and drawings would be helpful. Upon receipt of this date we will review the work to confirm eligibility.

Sincerely yours,

Christianson
Dale E. Wilken
Division Administrator

cc:
Potter (Program)
Trygstad (Utilities)

orig 8-26
Potter - TAA

RECEIVED
STATE HWY ENGR
AUG 23 '85
REFER TO
Bothman
FOR

Info	Inves	R/D	U/R	Sign	Act
					✓

8/23/85
cm

CON 21-2-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 8, 1985
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STATE HWY ENGR
AUG - 9 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project IX-9300(9)
N. W. Glisan N. W. Couch Section
N. W. Front Ave. (Portland)
Multnomah County

Your August 5, 1985 request for an exception from the AASHTO design standards on this project has been reviewed. The request, supported by the City of Portland, asks for a deviation in vertical alignment in order to meet existing street intersections and maintain vertical clearance under existing structures.

We agree that the proposed reconstruction will be a significant improvement and the features required to meet standards would not be cost effective. Your request is approved as requested.

Sincerely yours,

G. K. Hassner
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. A. Kuehn, Rd Design)
OSHD (G. Potter, Program)

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 726

County Multnomah

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9300(10) Prefix C726-1947

Project Name N.W. Glisan St. - N.W. Couch St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

Conditioned as per memo dated 8-15-85 signed by R.O. Schmidt.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 15th day of August, 1985

City of Portland

R.O. Schmidt
City Engineer

Certified By:

Regional Right-of-Way Supervisor
Date

RECEIVED
JUL 25 1985
Metro R/W Dept.

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/81

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

August 15, 1985

Right-of-Way Section
Oregon State Highway Division
120 DOT Building
Salem, Oregon

Re: Right-of-Way Certification for
Federal Aid Project IX-9300(10)
NW Front Avenue, Glisan to Couch

Gentlemen:

The City of Portland is presently negotiating a Permanent Rights Agreement with Union Pacific Railroad for additional right-of-way needed; see attached letter dated August 6, 1985 and draft agreement. It is anticipated that this agreement will be signed by November 1, 1985 which will be in advance of the contractor's need to occupy the site.

Sincerely,

R. O. Schmidt

R. O. Schmidt, P.E.
City Engineer
Bureau of Transportation Engineering

ROS:BJO:jwp

Attachment

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 1[illegible] 1985
M
PMS AS OS TA

UNION PACIFIC RAILROAD COMPANY
LAW DEPARTMENT
1515 S.W. Fifth Avenue, Suite 400
Portland, Oregon 97201-5465
(503) 249-2660

KEITH T. BORMAN
General Solicitor
(503) 249-2506
JOHN F. WEISSER
Assistant General Solicitor
(503) 249-2507

JEFF S. ASAY
General Attorney
(503) 249-2315
ROY P. FARWELL
General Attorney
(503) 249-2661
CAROLYN L. LARSON
General Attorney
(503) 249-2317
BARRY L. GROCE
Assistant General Attorney
(503) 249-2362

August 6, 1985

RECEIVED
Bureau of
Transportation Engineering
DLC
AUG 6 1985

Mr. Don Coville
Project Manager
Transportation Engineering
City of Portland
1120 S. W. 5th Avenue, Room 802
Portland, OR 97204-1971

Our File: 315-1-142

N.W. Front Avenue Realignment Project

Dear Mr. Coville:

I am attaching a draft copy of the agreement with the City of Portland authorizing widening and realignment of N.W. Front Avenue and relocation of the adjacent bicycle path. This agreement has been forwarded to the Chief Engineer in Omaha and to the Real Estate and Operating Departments for approval. As soon as I have received all necessary approvals, I will provide counterpart originals to you for execution by the City of Portland.

This will confirm that the N.W. Front Avenue realignment project has been approved by management based on plans and specifications previously submitted by your office. As indicated, I am now circulating the written agreement for management approval and I will provide it to you as soon as possible.

Please advise if there are any corrections to the attached draft agreement desired by the City of Portland.

Very truly yours,

Jeff Asay

Jeff S. Asay

JSA:gh
Attach.

Section N.W. Glisan St. - N.W. Couch St. (Portland) Programming Estimate $

Highway FAU 9300 - N.W. Front Ave. Project Length 0.27 Mile

County Multnomah Completion Time 360 Calendar days All work except for plant establishment

Kind of Work Grading, paving, structures, signing, Illumination, Signals & Landscaping Est. Comp. Date 9-11-86

Prefix C726-1947-921 Letting Date September 19, 1985 Project No. IX-9300 (10)

Rev. 8-15-85

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,128,198 25

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs	58,100 00	
Other Railroad Costs (Grade Crossing Material)	97,200 00	
Permanent Signing		
Permanent Pavement Striping (City of Portland)	5000 00	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
City ~~State~~ Furnished Program	500 00	$ 183,840 99
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing & Turn On	2000 00	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Water Facility Adjustments (City of Portland) . .	10,400 00	
Cold Planing	5000 00	
~~EEO~~/Labor Compliance Monitoring (0.5%) .	5640 99	
Adjust Utilities:		
. . . .		
. . . .		

Subtotal $ 1,312,039 24

Contingencies (4-1/2%) 59,041 77

Engineering ([✓ 8], 9, 10%) 104,963 14

Subtotal $

Credit for ____________ . . . .

Estimated Net Authorization, Construction . . . . $ 1,476,044 15

APPROVED CC: Wayne Schulte

8/15/85
1:32

Rec'd.
8-15-85

Road Design Engineer

Rev. 11/81

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: N.W. Glisan St. - N.W. Couch St. (Portland)
REFERENCE NAME/PHONE:
COUNTY: Multnomah
SHEET: 1 OF 5
KIND OF WORK: Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping
KEY NUMBER:
LENGTH: 0.27 Mile
DATE: 8-8-85
NAME: Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	91,100^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	30,400^{00}
x	Temporary Signs		Sq. Ft.	381	12^{00}	4572^{00}
x	Temporary Barricades		Each	17	75^{00}	1275^{00}
	Temporary Plastic Safety Markers		Each	60	40^{00}	2400^{00}
	Temporary Striping		Lump Sum	All	—	1200^{00}
	Temporary Amber Flashers		Each	2	350^{00}	700^{00}
	Flaggers		Hour	1000	15^{00}	15,000^{00}
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	1000^{00}
	Removal of Structures and Obstructions		Lump Sum	All	—	31,600^{00}
	Salvaging Belgian Block Pavers		Sq. Yd.	750	2^{50}	1875^{00}
	General Excavation		Cu. Yd.	4770	15^{00}	71,550^{00}
	Trench Excavation		Cu. Yd.	117	12^{50}	1462^{50}
	Granular Backfill		Cu. Yd.	95	7^{50}	712^{50}
	Obliteration of Roadway		Lump Sum	All	—	13,700^{00}
	Furnishing and Placing Topsoil		Cu. Yd.	1560	10^{00}	15,600^{00}
	Aggregate Base		Ton	660	14^{00}	9240^{00}
	3/4"-0 Aggregate Base, 2" Thick		Sq. Yd.	671	1^{00}	671^{00}
	Cement Treated Base Mixture		Ton	5010	11^{00}	55110^{00}
	Portland Cement in CTB Mixture		Ton	275	70^{00}	19,250^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)		REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 2 OF 5	
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAME Vincent	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "C" Asphalt Concrete		Ton	1963	32.00	62,816.00
	8" Storm Sewer Pipe		Lin. Ft.	614	30.00	18,420.00
	10" Storm Sewer Pipe		Lin. Ft.	28	35.00	980.00
	10" C.S.P. W/Cl. C Bedding		Lin. Ft.	96	25.00	2400.00
	4" A.B.S. Downspout		Lump Sum	All	—	100.00
	Concrete Manholes, 10' to 20' Deep		Each	1	1500.00	1500.00
	Concrete Inlets, Double		Each	1	475.00	475.00
	Concrete Inlets, Type P		Each	15	375.00	5625.00
	Concrete Inlets, Field		Each	2	475.00	950.00
	Guard Rail, Type 1A		Lin. Ft.	25	13.00	325.00
	Rail End Pieces, Type B		Each	2	100.00	200.00
	Chain Link Closure Fence		Lump Sum	All	—	1400.00
	3'x72" Chain Link Single Gate		Each	1	300.00	300.00
	8'x72" Chain Link Double Gate		Each	1	750.00	750.00
	Salvage and Reinstall Chain Link Fence		Lin. Ft.	335	10.00	3350.00
	Concrete Walks		Sq. Yd.	1545	12.00	18,540.00
	Concrete Driveways		Sq. Yd.	49	20.00	980.00
	Concrete Curbs, Type C		Lin. Ft.	3049	4.00	12,196.00
x	Concrete Islands		Sq. Yd.	62	20.00	1240.00
	Extra for Asphalt Approaches		Sq. Yd.	144	15.00	2160.00
	Concrete Barrier		Lin. Ft.	616	52.00	32,032.00
	Adjusting Manholes		Each	11	300.00	3300.00

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)		REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 3 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.22 Mile	DATE 8-8-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Reconstructing Manholes		Each	2	750^{00}	1500^{00}
	Relocate Bollards		Lump Sum	All	—	500^{00}
	STRUCTURES					
	Structure Excavation Below Elevations Shown		Cu. Yd.	60	150^{00}	9000^{00}
	Retaining Walls		Lump Sum	All	—	75,000^{00}
	Masonry Closure Walls		Lump Sum	All	—	10,725^{00}
	Impact Attenuator, Hi-Dro Cushion Cluster Unit		Each	1	8000^{00}	8000^{00}
	Impact Attenuator, Hex-Foam Unit		Each	1	8500^{00}	8500^{00}
	Standard Access Manhole		Lump Sum	All	—	500^{00}
	Expansion Joints		Lin. Ft.	20	60^{00}	1200^{00}
	Furnish Pile Driving Equipment		Lump Sum	All	—	18,750^{00}
	Furnish HP 14 x 73 Steel Piling		Lin. Ft.	2390	28^{00}	66,920^{00}
	Drive Steel Piles		Lin. Ft.	2390	1^{50}	3585^{00}
	Structural Concrete, Class 3300 - 1½		Lump Sum	All	—	14,880^{00}
	Structural Concrete, Class 4000 - 1½		Lump Sum	All	—	28,175^{00}
	Reinforcement		Lump Sum	All	—	13,545^{00}
	Coated Reinforcement		Lump Sum	All	—	7800^{00}
	4' x 25'-10" Prestressed Slabs		Each	42	1150^{00}	48,300^{00}
	4' x 19'-10" Prestressed Slabs		Each	9	875^{00}	7875^{00}
	Reinforced Concrete Bridge End Panels		Sq. Yd.	80	60^{00}	4800^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)	REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 4 OF 5

KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Structural Steel		Lump Sum	All	—	18,600.00
	3 Tube Curb Mount Steel Railing		Lin. Ft.	144	60.00	8640.00
	Pedestrian Handrail		Lin. Ft.	219	30.00	6570.00
	Concrete Slope Paving		Sq. Yd.	68	32.00	2176.00
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	—	1500.00
	Single Post Slip Base Sign Supports		Lump Sum	All	—	5000.00
	Pipe Sign Posts		Lump Sum	All	—	2975.00
	Type "AA" Signs in Place		Sq. Ft.	95	21.00	1995.00
	Type "C", "D", "EE" Signs in Place		Sq. Ft.	104.25	13.00	1355.25
	Type "G" Signs in Place		Sq. Ft.	4.5	13.00	58.50
	Type "H" and "I" Signs in Place		Sq. Ft.	13	13.00	169.00
	Type "M" Signs in Place		Sq. Ft.	4	7.00	28.00
	Type "T" Signs in Place		Sq. Ft.	19.5	13.00	253.50
	ILLUMINATION					
	Removal of Existing Illumination Installations		Lump Sum	All	—	3000.00
	Pole Foundations		Lump Sum	All	—	12,325.00
	Roadway Lighting Poles and Arms		Lump Sum	All	—	17,400.00
	Luminaires, Lamps and Ballasts		Lump Sum	All	—	7,250.00
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	—	35,525.00

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)	REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 5 OF 5

KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	–	48,500^{00}
	LANDSCAPING					
	Soil Conditioner		Cu. Yd.	390	19^{00}	7410^{00}
	Furnishing and Planting Deciduous Trees		Each	34	200^{00}	6800^{00}
	Furnishing and Planting Vines		Each	4710	4^{00}	18,840^{00}
	Bark Mulch		Unit	48	125^{00}	6000^{00}
	Seeded Lawn		Sq. Yd.	6060	3^{60}	21,816^{00}
	Irrigation System		Lump Sum	All	–	26,000^{00}
						$1,128,198^{25}

Section N.W. Glisan St. - N.W. Couch St. (Portland) Programming Estimate $

Highway FAU 9300 - N.W. Front Ave. Project Length 0.27 Mile

County Multnomah Completion Time All work except for plant establishment, 360 Calendar days

Kind of Work Grading, paving, structures, signing, Illumination, Signals & Landscaping Est. Comp. Date 9-11-86

Prefix C726-1947-921 Letting Date September 19, 1985 Project No. IX-9300 (10)

Rev. 8-8-85 Received 10:35 8-8-85 CL

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $1,134,182^{25}$

Anticipated Additional Items:	
Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	$58,100^{00}$
Other Railroad Costs (Grade Crossing Material)	$97,200^{00}$
Permanent Signing	
Permanent Pavement Striping (City of Portland) .	5000^{00}
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Water Facility Adjustments (City of Portland) . .	$10,400^{00}$
______	
______	
Cold Planing	5000^{00}
EEO/Labor Compliance Monitoring (0.5%) .	5670^{91}
Adjust Utilities:	
______	
______	

Anticipated Additional Items total: $ $181,370^{91}$

Subtotal $ $1,315,553^{16}$

Contingencies (4-1/2%) . . . . $59,199^{89}$

Engineering ([✓ 8], 9, 10%) . . . . $105,244^{25}$

Subtotal $

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ $1,479,997^{30}$

APPROVED cc: Wayne Schulte

Rec'd 8-8-85 E

______
Road Design Engineer

Rev. 11/81

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glison St. - N.W. Couch St. (Portland)	REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 1 OF 5

KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-95	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	91,100.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	30,400.00
	Temporary Signs		Sq. Ft.	371	12.00	4452.00
	Temporary Barricades		Each	16	75.00	1200.00
	Temporary Plastic Safety Markers		Each	60	40.00	2400.00
	Temporary Striping		Lump Sum	All	—	1200.00
	Temporary Amber Flashers		Each	2	350.00	700.00
	Flaggers		Hour	1000	15.00	15,000.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	1000.00
	Removal of Structures and Obstructions		Lump Sum	All	—	31,600.00
	Salvaging Belgian Block Pavers		Sq. Yd.	750	2.50	1875.00
	General Excavation		Cu. Yd.	4770	15.00	71,550.00
	Trench Excavation		Cu. Yd.	117	12.50	1462.50
	Granular Backfill		Cu. Yd.	95	7.50	712.50
	Obliteration of Roadway		Lump Sum	All	—	13,700.00
	Furnishing and Placing Topsoil		Cu. Yd.	1560	10.00	15,600.00
	Aggregate Base		Ton	660	14.00	9240.00
	3/4"-0 Aggregate Base, 2" Thick		Sq. Yd.	671	10.00	6710.00
	Cement Treated Base Mixture		Ton	5010	11.00	55,110.00
	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)	REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 2 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85
			NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "C" Asphalt Concrete		Ton	1963	32.00	62,816.00
	8" Storm Sewer Pipe		Lin. Ft.	614	30.00	18,420.00
	10" Storm Sewer Pipe		Lin. Ft.	28	35.00	980.00
	10" C.S.P. W/Cl. C Bedding		Lin. Ft.	96	25.00	2400.00
	4" A.B.S. Downspout		Lump Sum	All	—	100.00
	Concrete Manholes, 10' to 20' Deep		Each	1	1500.00	1500.00
	Concrete Inlets, Double		Each	1	475.00	475.00
	Concrete Inlets, Type P		Each	15	375.00	5625.00
	Concrete Inlets, Field		Each	2	475.00	950.00
	Guard Rail, Type 1A		Lin. Ft.	25	13.00	325.00
	Rail End Pieces, Type B		Each	2	100.00	200.00
	Chain Link Closure Fence		Lump Sum	All	—	1400.00
	3'x72" Chain Link Single Gate		Each	1	300.00	300.00
	8'x72" Chain Link Double Gate		Each	1	750.00	750.00
	Salvage and Reinstall Chain Link Fence		Lin. Ft.	335	10.00	3350.00
	Concrete Walks		Sq. Yd.	1545	12.00	18,540.00
	Concrete Driveways		Sq. Yd.	49	20.00	980.00
	Concrete Curbs, Type C		Lin. Ft.	3049	4.00	12,196.00
	Concrete Islands		Sq. Yd.	69	20.00	1380.00
	Extra for Asphalt Approaches		Sq. Yd.	144	15.00	2160.00
	Concrete Barrier		Lin. Ft.	616	52.00	32,032.00
	Adjusting Manholes		Each	11	300.00	3300.00

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)	REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 3 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Reconstructing Manholes		Each	2	750^{00}	1500^{00}
	Relocate Bollards		Lump Sum	All	—	500^{00}
	STRUCTURES					
	Structure Excavation Below Elevations Shown		Cu. Yd.	60	150^{00}	9000^{00}
	Retaining Walls		Lump Sum	All	—	75,000^{00}
	Masonry Closure Walls		Lump Sum	All	—	10,725^{00}
	Impact Attenuator, Hi-Dro Cushion Cluster Unit		Each	1	8000^{00}	8000^{00}
	Impact Attenuator, Hex-Foam Unit		Each	1	8500^{00}	8500^{00}
	Standard Access Manhole		Lump Sum	All	—	500^{00}
	Expansion Joints		Lin. Ft.	20	60^{00}	1200^{00}
	Furnish Pile Driving Equipment		Lump Sum	All	—	18,750^{00}
	Furnish HP 14 x 73 Steel Piling		Lin. Ft.	2390	28^{00}	66,920^{00}
	Drive Steel Piles		Lin. Ft.	2390	1^{50}	3585^{00}
	Structural Concrete, Class 3300-1½		Lump Sum	All	—	14,880^{00}
	Structural Concrete, Class 4000-1½		Lump Sum	All	—	28,175^{00}
	Reinforcement		Lump Sum	All	—	13,545^{00}
	Coated Reinforcement		Lump Sum	All	—	7800^{00}
	4' x 25'-10" Prestressed Slabs		Each	42	1150^{00}	48,300^{00}
	4' x 19'-10" Prestressed Slabs		Each	9	875^{00}	7875^{00}
	Reinforced Concrete Bridge End Panels		Sq. Yd.	80	60^{00}	4800^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glison St. - N.W. Couch St. (Portland)
REFERENCE NAME/PHONE
COUNTY Multnomah
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping
KEY NUMBER
LENGTH 0.27 Mile
DATE 8-8-85
NAME Vincen

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Structural Steel		Lump Sum	All	—	18,600.00
	3 Tube Curb Mount Steel Railing		Lin. Ft.	144	60.00	8640.00
	Pedestrian Handrail		Lin. Ft.	219	30.00	6570.00
	Concrete Slope Paving		Sq. Yd.	68	32.00	2176.00
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	—	1500.00
	Single Post Slip Base Sign Supports		Lump Sum	All	—	5000.00
	Pipe Sign Posts		Lump Sum	All	—	2975.00
	Type "AA" Signs in Place		Sq. Ft.	95	21.00	1995.00
	Type "C", "D", "EE" Signs in Place		Sq. Ft.	104.25	13.00	1355.25
	Type "G" Signs in Place		Sq. Ft.	4.5	13.00	58.50
	Type "H" and "I" Signs in Place		Sq. Ft.	13	13.00	169.00
	Type "M" Signs in Place		Sq. Ft.	4	7.00	28.00
	Type "T" Signs in Place		Sq. Ft.	19.5	13.00	253.50
	ILLUMINATION					
	Removal of Existing Illumination Installations		Lump Sum	All	—	3000.00
	Pole Foundations		Lump Sum	All	—	12,325.00
	Roadway Lighting Poles and Arms		Lump Sum	All	—	17,400.00
	Luminaires, Lamps and Ballasts		Lump Sum	All	—	7,250.00
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	—	35,525.00

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)	REFERENCE NAME/PHONE			CO Multn
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 8-8-85	NAM Vin

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOT
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump sum	All	–	48,500^{00}
	LANDSCAPING					
	SOIL Conditioner		Cu. Yd.	390	19^{00}	7410^{00}
	Furnishing and Planting Deciduous Trees		Each	34	200^{00}	6800^{00}
	Furnishing and Planting Vines		Each	4710	4^{00}	18,840^{00}
	Bark Mulch		Unit	48	125^{00}	6000^{00}
	Seeded Lawn		Sq. Yd.	6060	3^{60}	21,816^{00}
	Irrigation System		Lump sum	All	–	26,000^{00}
						$1,134,182^{25}

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 5, 1985

In Reply Refer to
File No.:
DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97301

N.W. Glisan Street-N.W. Couch Street (Portland)
F.A.U. 9300-N.W. Front Avenue
Multnomah County

This letter transmits a design exception request from the City of Portland for the above-named project.

I understand that the City has contacted Cliff Christianson concerning the request.

Richard A. Kuehn, P.E.
Final Design Engineer

By Robt Gettis
Robert Gettis
Design Team Supervisor

Attachment

RG:ja

cc E. S. Hunter
Edward Hardt
L. Brock
R. Gettis

RECEIVED
STATE HWY ENGR
AUG -6 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

July 29, 1985

Oregon Department of Transportation
Attention: Dave Simpson
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Subject: Design exception request for the NW Front Avenue; Glisan to Couch Project, IX-9300(9)

Dear Mr. Simpson:

The City has received the preliminary plans for the above project that were reviewed by the Design Review Section in Salem. The Design Review Section found that the vertical alignment along southbound Front Avenue north of the Everett Street/Front Avenue intersection did not meet with current AASHTO or ODOT design standards. This letter is to inform you that the City has reset the vertical alignment where possible to meet with current standards and to request a Design Exception from FHWA for that section along southbound Front Avenue that does not meet with current design standards.

In the original design (see attached), the vertical alignment north of NW Everett Street contained 4 vertical curves. The vertical curves were short ranging in length from 60' to 170' and had small length of curve to grade differentials (K factor). The constraints under which these vertical curves were set are as follows:

1. A speed of 40 mph was assumed to be the anticipated traffic speed along both north and southbound Front Avenue.

2. The grade at the Front Avenue/Everett Street intersection was fixed to avoid major reconstruction of either the northbound lanes or the retaining wall for the Steel Bridge on-ramp from northbound Front Avenue.

3. A minimum clearance requirement of 16.0 feet under the existing Everett Street structure approximately 200 feet to the north.

4. A minimum clearance above the new footing to the Light Rail Transit structure approximately 200 more feet to the north.

All of the curves appeared to meet minimum design standards for stopping sight distance but 3 of the 4 curves were found not to meet the minimum AASHTO standards for a 40 mph design speed.

The vertical alignment was redesigned to meet a design speed of 30 mph. The previously assumed speed of 40 mph was found to be too high for the expected use of the roadway. The design speed was lowered to 30 mph to more closely approximate the anticipated traffic speeds and posted speed limit of the roadway. By redesigning the vertical alignment we eliminated 1 vertical curve and were able to maintain a minimum K factor on 2 of the remaining 3 curves (see attached). We improved the K factor (K=12 to K=17) on the remaining sag curve but were unable to meet the AASHTO standards (K=35). The approximate design speed of the sag curve is now in the 20 to 25 mph range.

A number of options were considered that would bring the remaining curve up to the minimum standards. One solution involved lowering the grade at NW Everett Street. This would result in reconstructing a major portion of the northbound lanes as well as reconstructing the retaining walls and footings of the existing Steel Bridge on-ramp structure from northbound Front Avenue. Another solution was to reconstruct the existing Everett Street on-ramp to the Steel Bridge. This option would also involve major reconstruction of this structure. Both options would more than likely cause an additional delay in opening or operating the Steel Bridge and would significantly increase the cost of the project.

Under full street lighting conditions (which are part of the project) the redesign does meet with the minimum design standards for both passing and stopping sight distances. With regards to rideability and comfort, we located an existing street within the City that closely approximates the conditions proposed in the sag curve. We tested the street for comfort, sight distance, and feel. We found that we were able to maintain traveling speeds in the range of 40 to 45 mph without any loss in sight distance, noticable effects, or discomfort.

In consideration of the large expense and potential time delay that would be incurred if we modified the new design further as stated above, and in consideration of existing field conditions that closely approximate the proposed redesign which tested out satisfactory, we request that the State ask for a Design Exception from the FHWA for the proposed redesign. We at the City of Portland feel confident that the design as proposed would allow traffic to operate satisfactory and not cause significant effects or a hazard to the motoring public. We intend at this time to resubmit the new design as shown on the attached plans to the State for final processing and bid advertisement within the next week or so. We hope that this request will meet with everyone's approval and be processed quickly so as not to cause a delay in the scheduling and construction of the project.

Should you or the FHWA have any questions or concerns regarding this request, please call me at 796-7560.

Sincerely,

Brian J. Oberding

Brian J. Oberding, P.E.
Bureau of Transportation Engineering

BJO:jwp

c: Robert Gettis, O.D.O.T. ✓

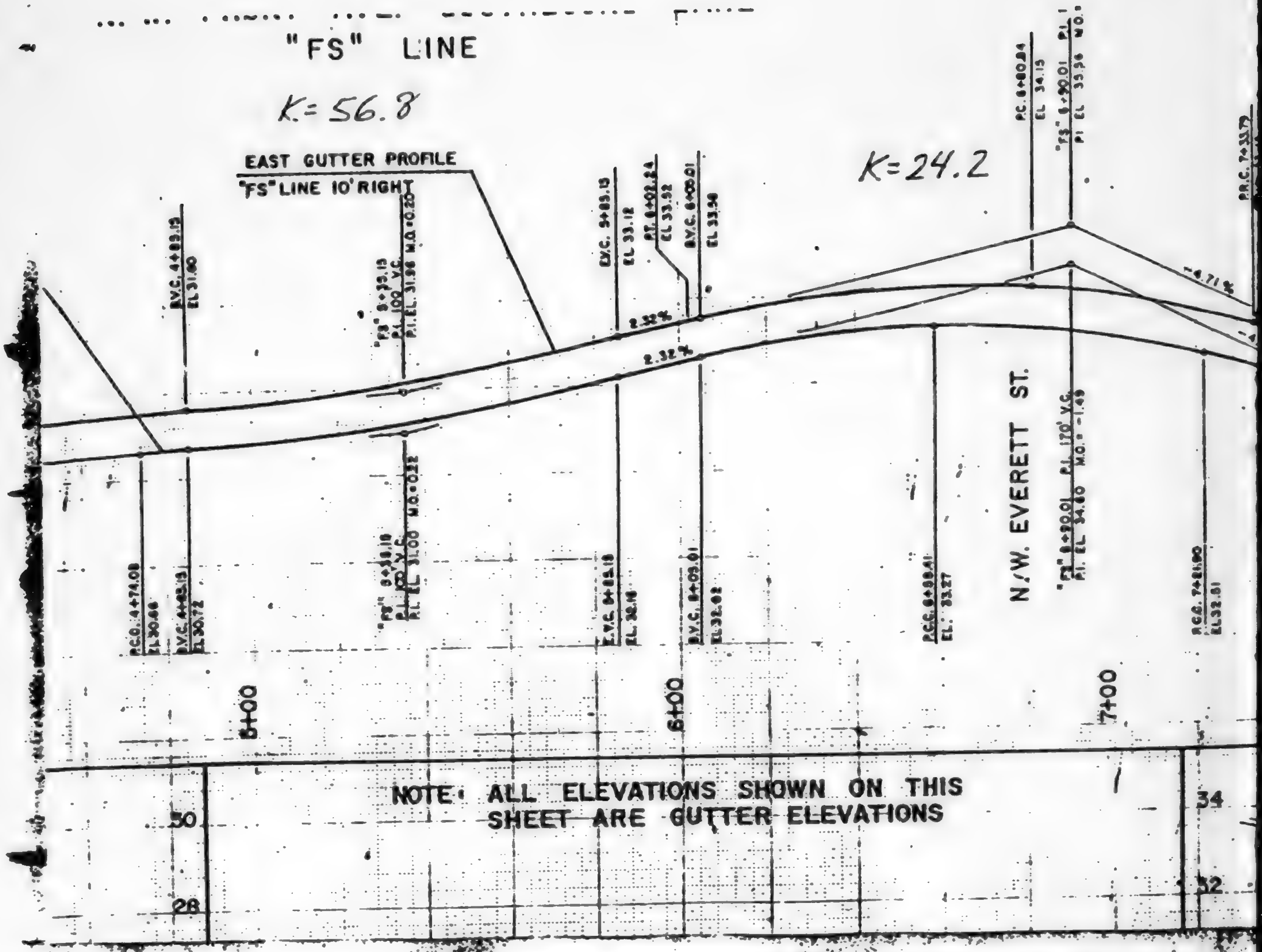
Attachments

1 RDS DOW
2 FDS
LS
SS
FPC
PDS
LPS
OTR

RECEIVED
JUL 31 1985
ROAD DESIGN SECTION

BPC
FDS
CAJ
Copy All
Return To
R/U / /

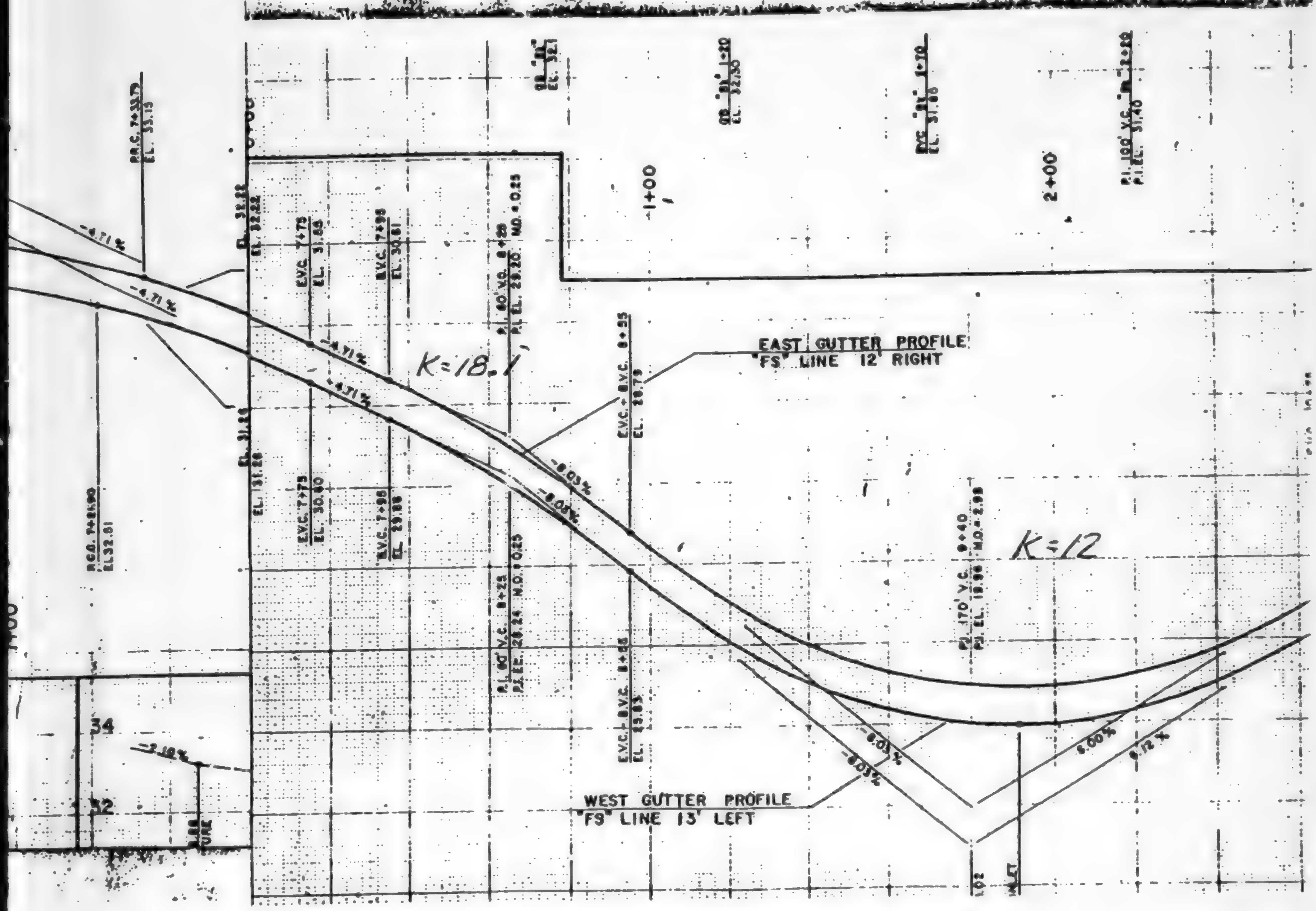
REFERRED TO
Mann Cuno Henry
Dayton Eriksen [✓ Gettis]
Baker Anderson
King Bedford Leu
Return [✓ Discuss] Do File Due
By FINAL DESIGN ENGINEER


"FS" LINE
K=56.8
K=24.2
EAST GUTTER PROFILE
"FS" LINE 10' RIGHT
B.V.C. 4+83.13
EL 31.60
"FS" 5+35.15
P.I. 100' V.C.
P.I. EL. 31.96 M.O.=0.20
E.V.C. 5+85.15
EL 33.12
P.T. 5+92.24
EL 33.92
B.V.C. 6+08.01
EL 33.54
2.32%
2.32%
P.C. 6+80.84
EL 34.15
"FS" 6+90.01 P.I.
P.I. EL 35.36 M.O.
P.R.C. 7+33.7
-4.71%
P.C.O. 4+74.08
EL 30.66
B.V.C. 4+85.13
EL 30.72
"FS" 5+35.10
P.I. 100' V.C.
P.I. EL. 31.00 M.O.=0.22
E.V.C. 5+85.13
EL 32.14
B.V.C. 6+09.01
EL 32.62
P.C.C. 6+55.41
EL. 33.27
N/W. EVERETT ST.
"FS" 6+90.01 P.I. 170' V.C.
P.I. EL 34.60 M.O.=-1.49
R.C.C. 7+21.90
EL 32.81
5+00
6+00
7+00
NOTE: ALL ELEVATIONS SHOWN ON THIS SHEET ARE GUTTER ELEVATIONS
30
28
34
32

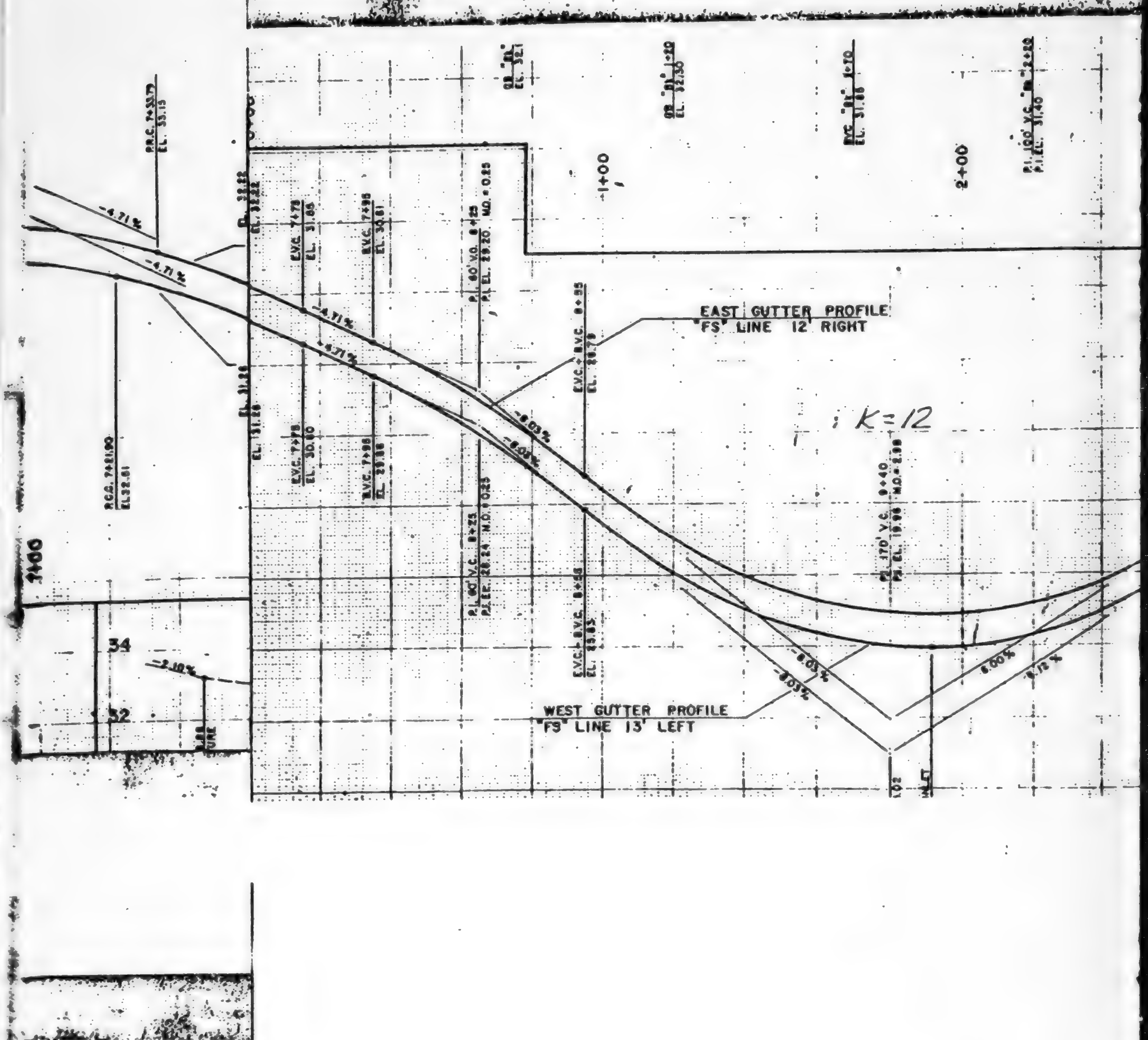
"K" FACTOR FOR 30 MPH DESIGN SPEED

	RANGE	ROUNDED
CREST	23.7 - 28.8	30
SAG	30.8 - 35.2	40

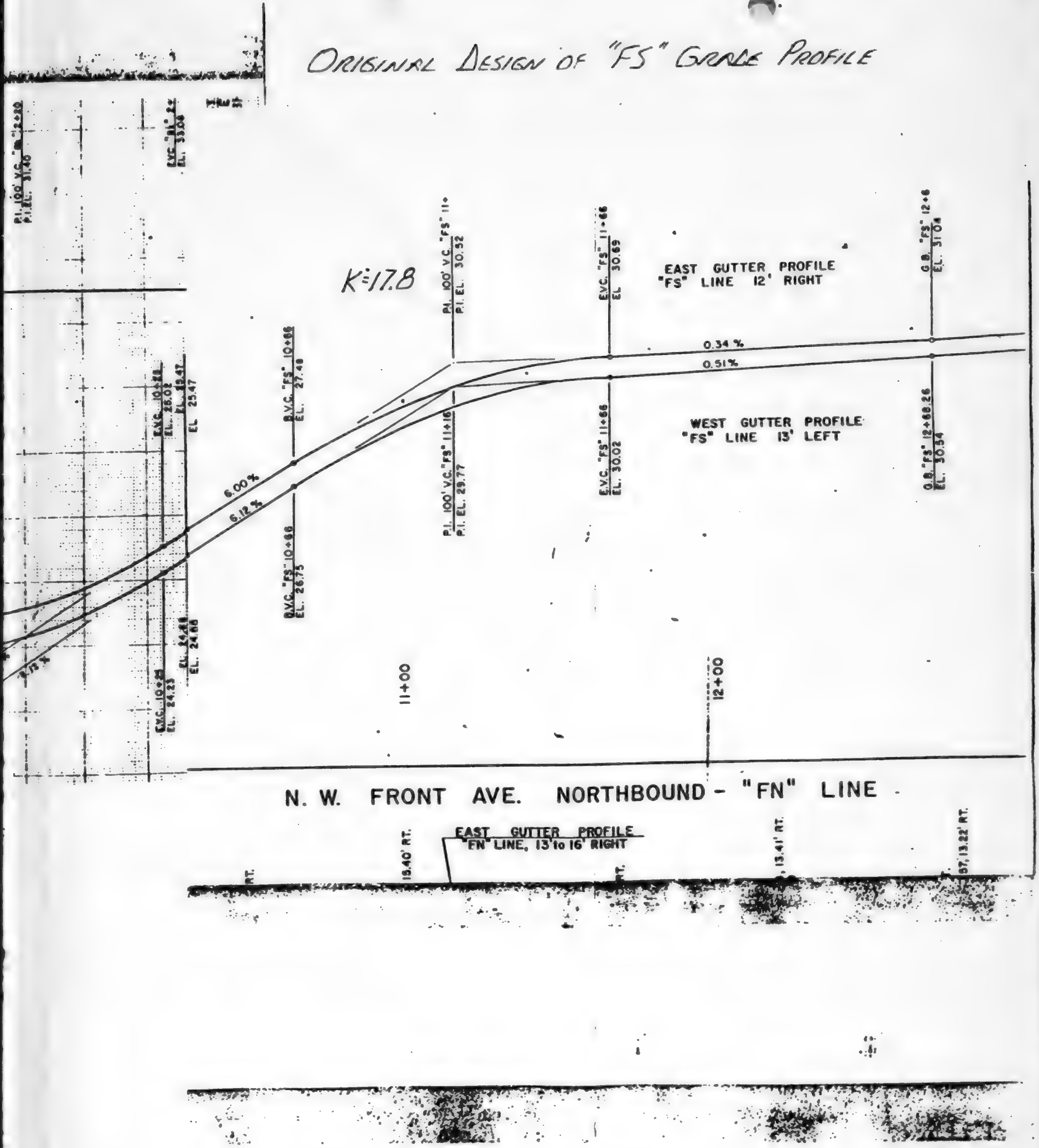
ORIGINAL DESIGN OF "FS" GRADE PROFILE



K=18.1
K=12
EAST GUTTER PROFILE
"FS" LINE 12' RIGHT
WEST GUTTER PROFILE
"FS" LINE 13' LEFT
1+00
2+00
-4.71%
-4.71%
-4.71%
-4.71%
-8.03%
-8.03%
-8.03%
-8.03%
8.00%
8.12%
-2.10%
34
32
P.R.C. 7+33.77
EL. 33.15
R.C.G. 7+21.90
EL 32.81
EL. 32.22
EL. 31.28
E.V.C. 7+73
EL. 31.65
E.V.C. 7+73
EL. 30.80
B.V.C. 7+98
EL. 30.61
B.V.C. 7+98
EL. 29.88
P.I. 60' V.C. 8+28
P.I. EL. 29.20
M.O. = 0.25
P.I. 60' V.C. 8+25
P.I. EL. 28.24
M.O. = 0.25
E.V.C. - B.V.C. 8+55
EL. 28.79
E.V.C. - B.V.C. 8+55
EL. 25.83
P.I. 170' V.C. 9+40
P.I. EL. 18.96
M.O. = 2.98
EL. 32.1
EL. 32.30
EL. 31.86
P.I. 100' V.C. 2+20
P.I. EL. 31.40
INLET


P.R.C. 7+33.77
EL. 33.15
-4.71%
-4.71%
P.C.C. 7+21.90
EL.32.61
7+00
34
32
-2.10%
EL. 32.22
EL. 31.28
E.V.C. 7+78
EL. 31.86
E.V.C. 7+78
EL. 30.80
B.V.C. 7+98
EL. 30.81
B.V.C. 7+98
EL. 29.86
-4.71%
-4.71%
P.I. 60' V.C. 8+25
P.I. EL. 29.20 M.O. = 0.25
P.I. 60' V.C. 8+25
P.I. EL. 28.24 M.O. = 0.25
EL. 32.1
1+00
EL. 32.30
EL. 31.86
2+00
P.I. 100' V.C.
P.I. EL. 31.40
E.V.C. + B.V.C. 8+55
EL. 28.79
E.V.C. + B.V.C. 8+58
EL. 25.85
-6.03%
-6.03%
EAST GUTTER PROFILE
"FS" LINE 12' RIGHT
K=12
P.I. 170' V.C. 9+40
P.I. EL. 19.98 M.O. = 2.98
-6.03%
-6.03%
6.00%
6.12%
WEST GUTTER PROFILE
"FS" LINE 13' LEFT
1.02
INLET

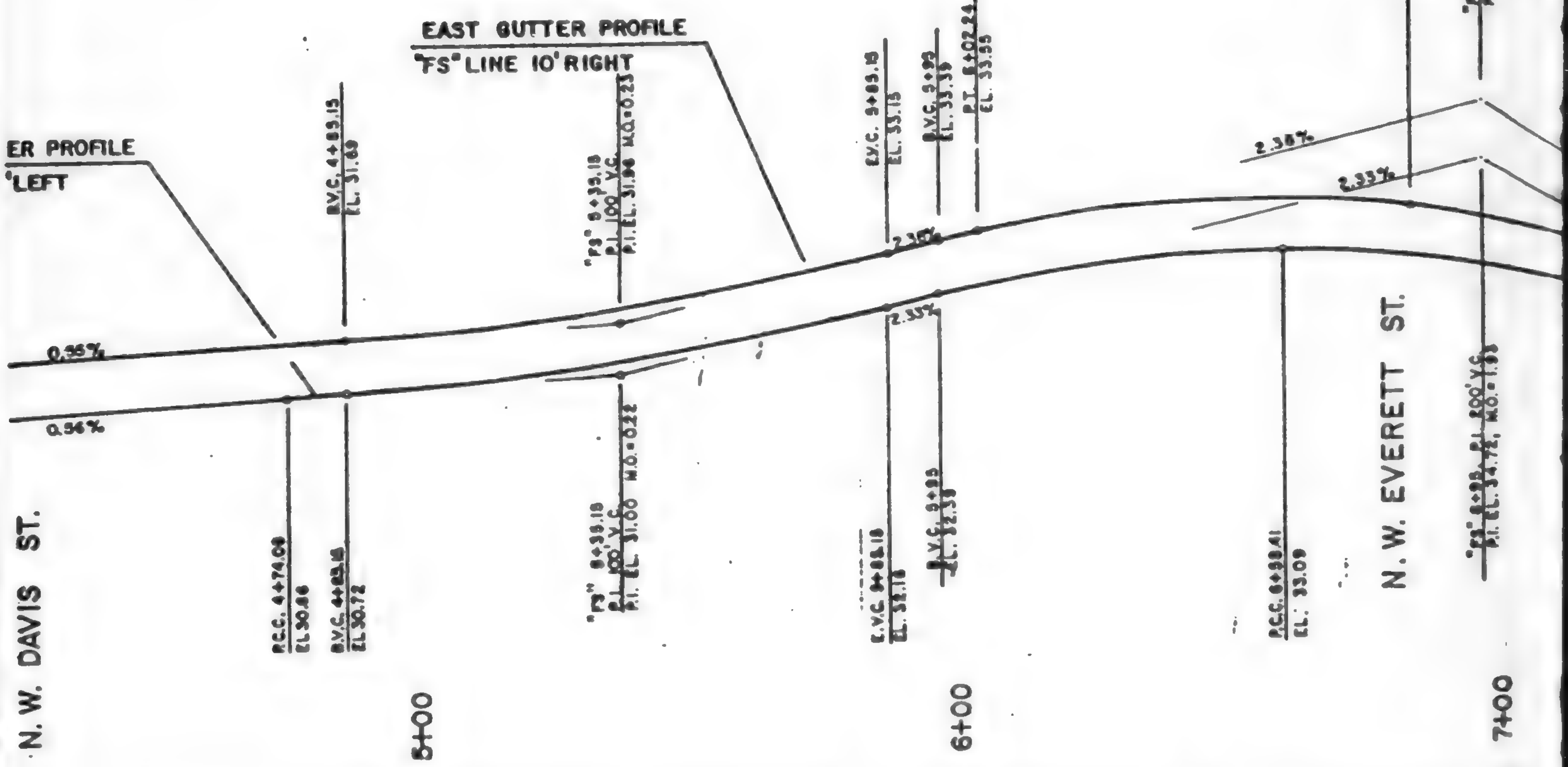
ORIGINAL DESIGN OF "FS" GRADE PROFILE


K=17.8
P.I. 100' V.C. "FS" 11+
P.I. EL. 30.52
E.V.C. "FS" 11+66
EL. 30.69
G.B. "FS" 12+6
EL. 31.04
EAST GUTTER PROFILE
"FS" LINE 12' RIGHT
0.34 %
0.51%
WEST GUTTER PROFILE
"FS" LINE 13' LEFT
B.V.C. "FS" 10+66
EL. 27.48
B.V.C. "FS" 10+66
EL. 26.75
P.I. 100' V.C. "FS" 11+16
P.I. EL. 29.77
E.V.C. "FS" 11+66
EL. 30.02
G.B. "FS" 12+68.26
EL. 30.54
6.00 %
6.12 %
E.V.C. 10+28
EL. 26.02
EL. 25.47
EL. 25.47
E.V.C. 10+28
EL. 24.23
EL. 24.88
EL. 24.88
P.I. 100' V.C.
P.I. EL. 31.40
E.V.C.
EL. 33.04
11+00
12+00
N. W. FRONT AVE. NORTHBOUND - "FN" LINE
EAST GUTTER PROFILE
"FN" LINE, 13' to 16' RIGHT
13.40' RT.
13.41' RT.
13.22' RT.
RT.

K = 25.9

N. W. FRONT AVE. SOUTHBOUND LANE
"FS" LINE

K = 56



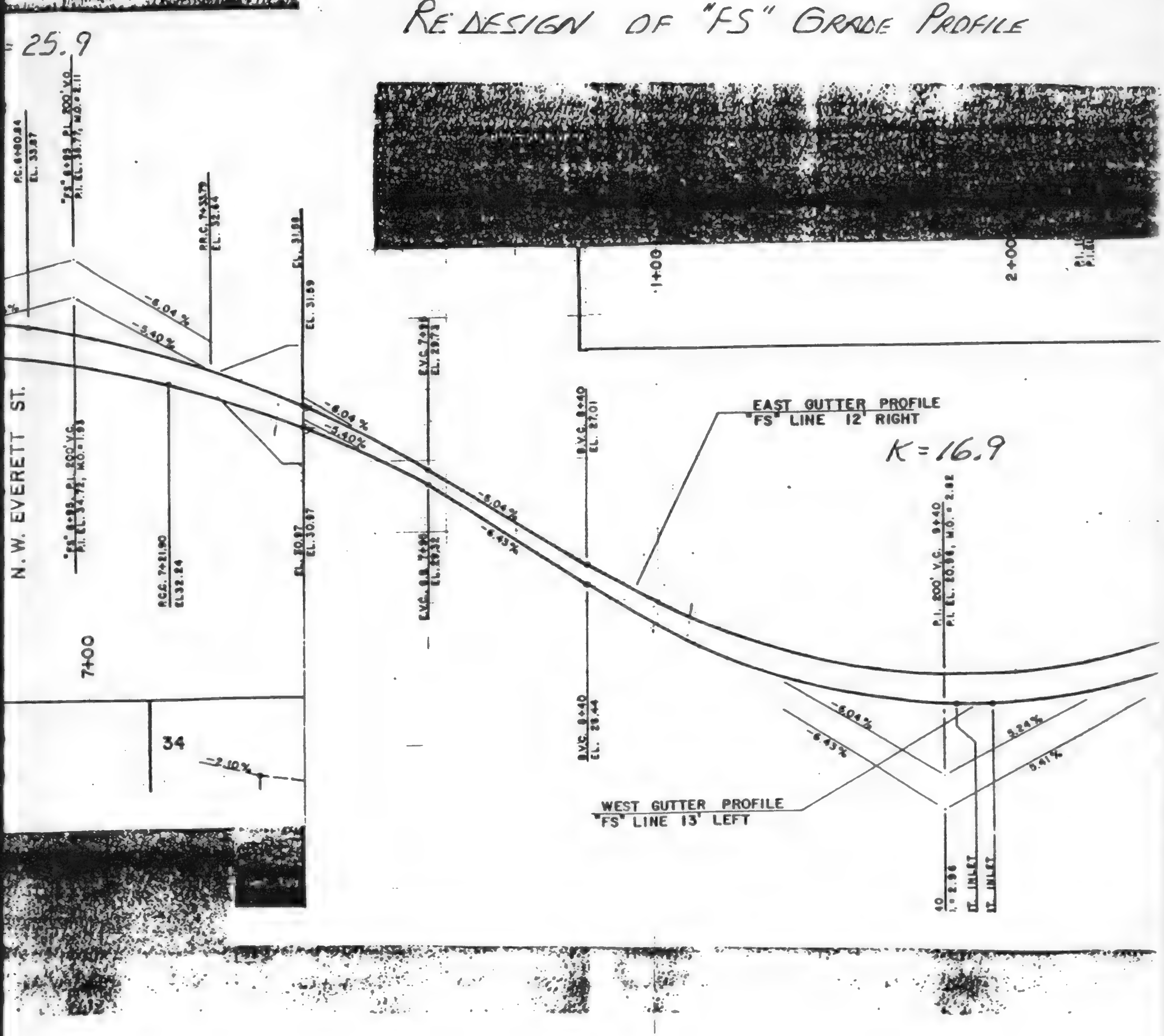
EAST GUTTER PROFILE
"FS" LINE 10' RIGHT
ER PROFILE
'LEFT
B.V.C. 4+85.15
EL. 31.60
"FS" 5+35.18
P.I. 100' V.C.
P.I. EL. 31.94 M.O.=0.23
E.V.C. 5+85.18
EL. 33.15
B.V.C. 5+95
EL. 33.39
P.T. 6+02.24
EL. 33.55
2.35%
2.33%
2.38%
P.C. 6+80.84
EL. 33.87
"FS" 6+99 P.I. 200' V.C.
P.I. EL. 35.77, M.O.=2.11
0.95%
0.96%
P.C.C. 4+74.08
EL. 30.86
B.V.C. 4+85.15
EL. 30.72
"FS" 5+35.18
P.I. 100' V.C.
P.I. EL. 31.00 M.O.=0.22
E.V.C. 5+85.18
EL. 32.18
B.V.C. 5+95
EL. 32.39
P.C.C. 6+58.41
EL. 33.09
"FS" 6+98 P.I. 200' V.C.
P.I. EL. 34.72, M.O.=1.95
N. W. DAVIS ST.
N. W. EVERETT ST.
5+00
6+00
7+00
30

NOTE: ALL ELEVATIONS SHOWN ON THIS SHEET ARE GUTTER ELEVATIONS

"K" FACTOR FOR 30 MPH DESIGN SPEED

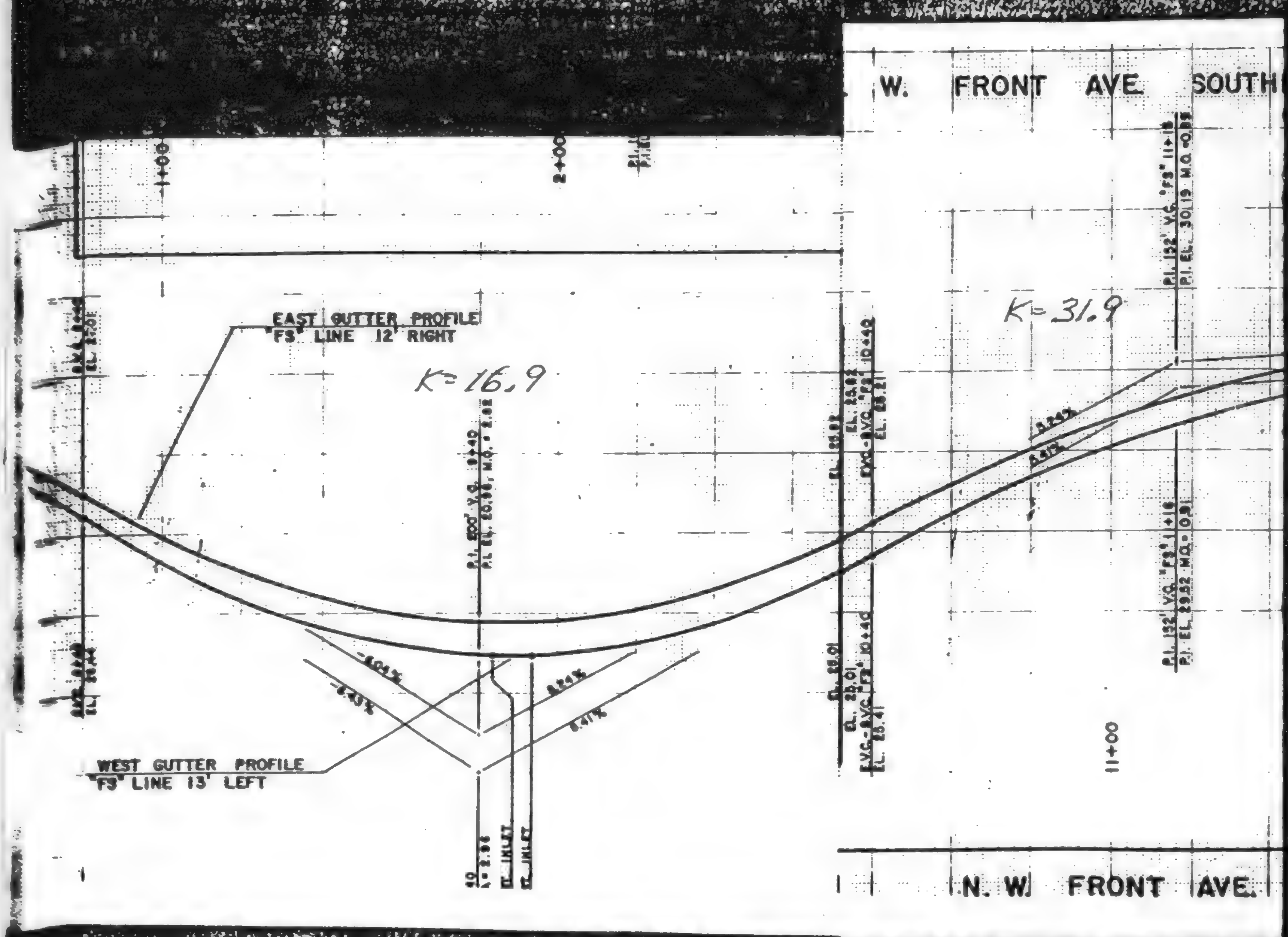
	RANGE	ROUNDED
CREST	23.7 - 28.8	30
SAG	30.8 - 35.2	40

RE DESIGN OF "FS" GRADE PROFILE


= 25.9
P.C. 6+00.84 EL. 33.87
"FS" 6+99 P.I. 200' V.C. P.I. EL. 35.77, M.O. = 2.11
-6.04 %
-5.40 %
P.R.C. 7+33.77 EL. 32.64
EL. 31.88
EL. 31.59
N. W. EVERETT ST.
"FS" 6+99 P.I. 200' V.C. P.I. EL. 34.72, M.O. = 1.93
P.C.C. 7+21.90 EL. 32.24
EL. 30.97
EL. 30.97
7+00
34
-2.10 %
E.V.C. 7+98 EL. 29.73
E.V.C. 7+98 EL. 29.32
-6.04 %
-6.43 %
B.V.C. 8+40 EL. 27.01
B.V.C. 8+40 EL. 26.44
1+00
2+00
EAST GUTTER PROFILE
"FS" LINE 12' RIGHT
K = 16.9
P.I. 200' V.C. 9+40
P.I. EL. 20.96, M.O. = 2.82
-6.04 %
-6.43 %
3.24 %
3.41 %
WEST GUTTER PROFILE
"FS" LINE 13' LEFT
40
= 2.96
INLET
INLET

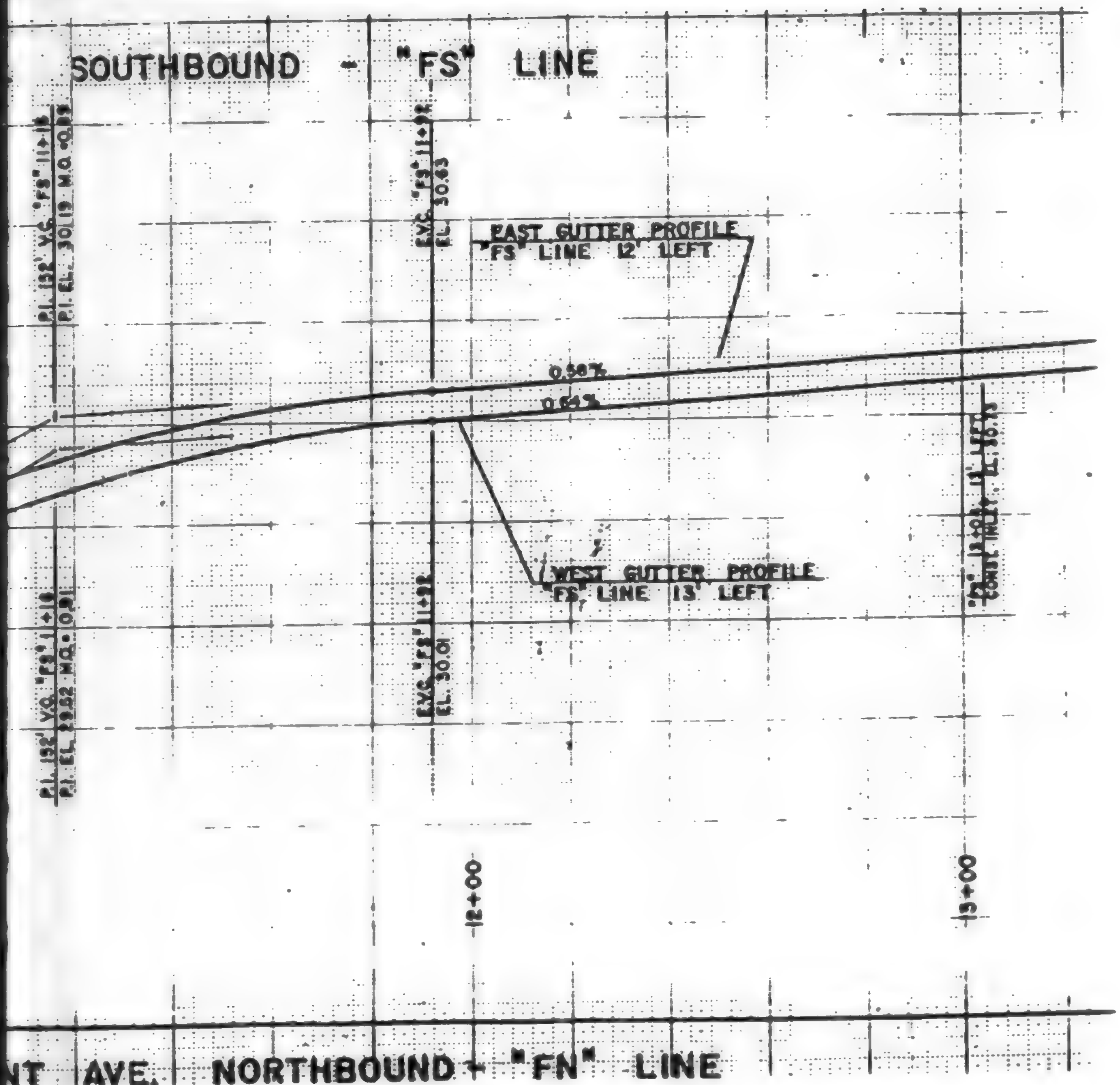
REDESIG

[redacted]


W. FRONT AVE. SOUTH
1+00
2+00
EAST GUTTER PROFILE
"FS" LINE 12' RIGHT
K=16.9
K=31.9
P.I. 200' V.C. 9+40
P.I. EL. 20.90, M.O. = 2.02
EL. 25.82
EVC-BVC "FS" 10+40
EL. 25.21
EL. 25.01
EVC-BVC "FS" 10+40
EL. 25.41
P.I. 132' V.C. "FS" 11+18
P.I. EL. 30.19 M.O. = 0.85
P.I. 132' V.C. "FS" 11+18
P.I. EL. 29.52 M.O. = 0.91
-6.01%
-6.43%
6.24%
6.41%
WEST GUTTER PROFILE
"FS" LINE 13' LEFT
ST. INLET
ST. INLET
11+00
N.W. FRONT AVE.

[redacted]

REDESIGN OF "FS" GRADE PROFILE


SOUTHBOUND - "FS" LINE
P.I. 192' V.C. "FS" 11+18
P.I. EL. 30.19 M.O. 0.39
E.V.C. "FS" 11+98
EL. 30.63
EAST GUTTER PROFILE
"FS" LINE 12' LEFT
0.58%
0.64%
WEST GUTTER PROFILE
"FS" LINE 13' LEFT
"FS" 13+03, 11' LEFT
CONST. INLET, EL. 30.75
P.I. 192' V.C. "FS" 11+10
P.I. EL. 29.82 M.O. 0.91
E.V.C. "FS" 11+98
EL. 30.01
12+00
13+00
NT AVE. NORTHBOUND - "FN" LINE

Section N.W. Glisan St. - N.W. Couch St. (Portland) Programming Estimate $

Highway FAU 9300 - N.W. Front Ave. Project Length 0.27 Mile

County Multnomah Completion Time 360 Calendar days All work except for plant establishment

Kind of Work Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping Est. Comp. Date 9-11-86

Prefix C726-1947-921 Letting Date September 19, 1985 Project No. IX-9300 (10)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,103,816 75

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping (City of Portland)	5000 00
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Water Facility Adjustments (City of Portland)	9200 00
Railroad Grade Crossing Material	64,800 00
EEO/Labor Compliance Monitoring (0.5%)	5419 09
Adjust Utilities:	

$ 84,419 09

Subtotal	$1,188,235 84
Contingencies (4-1/2%)	53,470 61
Engineering ([✓ 8], 9, 10%)	95,058 87
Subtotal	$
Credit for	
Estimated Net Authorization, Construction	$ 1,336,765 32

APPROVED cc: Wayne Schulte

7/31/85
9:40 A.

Rec'd 7-31-85
G

Road Design Engineer

Rev. 11/81

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glison St. - N.W. Couch St. (Portland)	REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 1 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 7-25-85 · NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	85,000^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	28,700^{00}
	Temporary Signs		Sq. Ft.	322	12^{00}	3864^{00}
	Temporary Barricades		Each	17	75^{00}	1275^{00}
	Temporary Plastic Safety Markers		Each	54	40^{00}	2160^{00}
	Temporary Striping		Lump Sum	All	—	1200^{00}
	Temporary Amber Flashers		Each	2	350^{00}	700^{00}
	Flaggers		Hour	1000	15^{00}	15,000^{00}
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	1000^{00}
	Removal of Structures and Obstructions		Lump Sum	All	—	31,600^{00}
	Salvaging Belgian Block Pavers		Sq. Yd.	750	2^{50}	1875^{00}
	General Excavation		Cu. Yd.	4690	15^{00}	70,350^{00}
	Trench Excavation		Cu. Yd.	117	12^{50}	1462^{50}
	Granular Backfill		Cu. Yd.	95	7^{50}	712^{50}
	Obliteration of Roadway		Lump Sum	All	—	13,700^{00}
	Furnishing and Placing Topsoil		Cu. Yd.	1611	10^{00}	16,110^{00}
	Aggregate Base		Ton	660	14^{00}	9240^{00}
	3/4"-0 Aggregate Base, 2" Thick		Sq. Yd.	834	10^{00}	8340^{00}
	Cement Treated Base Mixture		Ton	4840	11^{00}	53,240^{00}
	[illegible]		—	[illegible]	[illegible]	[illegible]

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
N.W. Glisan St. - N.W. Couch St. (Portland)		Multnomah	2 of 5

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping		0.27 Mile	7-25-85	Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "C" Asphalt Concrete		Ton	1596	32^{00}	$51,072^{00}$
	8" Sewer		Lin. Ft.	508	30^{00}	$15,240^{00}$
	10" Sewer		Lin. Ft.	28	35^{00}	980^{00}
	10" C.S.P. W/Cl. C Bedding		Lin. Ft.	96	25^{00}	2400^{00}
	4" A.B.S. Downspout		Lump Sum	All	—	100^{00}
	Concrete Manholes, 10' to 20' Deep		Each	1	1500^{00}	1500^{00}
	Concrete Inlets, Type P		Each	13	375^{00}	4875^{00}
	Concrete Inlets, Double		Each	1	475^{00}	475^{00}
	Concrete Inlets, Field		Each	1	475^{00}	475^{00}
	Guard Rail, Type 1A		Lin. Ft.	25	13^{00}	325^{00}
	Rail End Pieces, Type B		Each	2	100^{00}	200^{00}
	Chain Link Closure Fence		Lump Sum	All	—	1400^{00}
	36" x 72" Single Gate		Each	1	300^{00}	300^{00}
	Salvage and Reinstall Chain Link Fence		Lin. Ft.	340	10^{00}	3400^{00}
	Concrete Walks		Sq. Yd.	1270	12^{00}	$15,240^{00}$
	Concrete Driveways		Sq. Yd.	49	20^{00}	980^{00}
	Concrete Curbs, Type C		Lin. Ft.	3175	4^{00}	$12,700^{00}$
	Concrete Islands		Sq. Yd.	62	20^{00}	1240^{00}
	Asphalt Approaches		Sq. Yd.	144	15^{00}	2160^{00}
	Concrete Barrier		Lin. Ft.	581	52^{00}	$30,212^{00}$
	Adjusting Manholes		Each	10	300^{00}	3000^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St. - N.W. Couch St. (Portland)	REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 3 OF 5

KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 7-25-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Reconstructing Manholes		Each	1	750^{00}	750^{00}
	Relocate Bollards		Lump Sum	All	—	500^{00}
	STRUCTURES					
	Structure Excavation Below Elevations Shown		Cu. Yd.	60	150^{00}	9000^{00}
	Retaining Wall		Lump Sum	All	—	$75,000^{00}$
	Masonry Closure Walls		Lump Sum	All	—	$10,725^{00}$
	Impact Attenuator, Hi-Dro Cushion Cluster		Each	1	8000^{00}	8000^{00}
	Impact Attenuator, Hex-Foam Unit		Each	1	8500^{00}	8500^{00}
	Standard Access Manhole		Lump Sum	All	—	500^{00}
	Expansion Joints		Lin. Ft.	20	60^{00}	1200^{00}
	Furnish Pile Driving Equipment		Lump Sum	All	—	$18,750^{00}$
	Furnish HP 14 x 73 Steel Piling		Lin. Ft.	2390	28^{00}	$66,920^{00}$
	Drive Steel Piles		Lin. Ft.	2390	1^{50}	3585^{00}
	Structural Concrete, Class 3300-1½		Lump Sum	All	—	$14,880^{00}$
	Structural Concrete, Class 4000-1½		Lump Sum	All	—	$28,175^{00}$
	Reinforcement		Lump Sum	All	—	$13,545^{00}$
	Coated Reinforcement		Lump Sum	All	—	7800^{00}
	4' x 25'-10" Prestressed Slabs		Each	42	1150^{00}	$48,300^{00}$
	4' x 19'-10" Prestressed Slabs		Each	9	875^{00}	7875^{00}
	Reinforced Concrete Bridge End Panels		Sq. Yd.	80	60^{00}	4800^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. Glisan St.-N.W. Couch St. (Portland)	REFERENCE NAME/PHONE	COUNTY Multnomah	SHEET 4 OF 5
KIND OF WORK Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.27 Mile	DATE 7-25-85
			NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Structural Steel		Lump Sum	All	—	18,600.00
	3 Tube Curb Mount Steel Railing		Lin. Ft.	144	60.00	8640.00
	Pedestrian Handrail		Lin. Ft.	219	30.00	6570.00
	Concrete Slope Paving		Sq. Yd.	68	32.00	2176.00
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	—	1500.00
	Single Post Slip Base Sign Supports		Each	4	1250.00	5000.00
	Pipe Sign Posts		Each	17	175.00	2975.00
	Type "AA" Signs in Place		Sq. Ft.	95	21.00	1995.00
	Type "C", "D", and "EE" Signs in Place		Sq. Ft.	94.75	13.00	1231.75
	Type "G" Signs in Place		Sq. Ft.	4.5	13.00	58.50
	Type "H" and "I" Signs in Place		Sq. Ft.	13	13.00	169.00
	Type "M" Signs in Place		Sq. Ft.	2	7.00	14.00
	Type "T" Signs in Place		Sq. Ft.	19.5	13.00	253.50
	ILLUMINATION					
	Removal of Existing Illumination		Lump Sum	All	—	3000.00
	Pole Foundations		Lump Sum	All	—	12,325.00
	Roadway Lighting Poles and Arms		Lump Sum	All	—	17,400.00
	Luminaires, Lamps and Ballasts		Lump Sum	All	—	7,250.00
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	—	35,525.00

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION: N.W. Glisan St. - N.W. Couch St. (Portland)
REFERENCE NAME/PHONE:
COUNTY: Multnomah
SHEET: 5 OF 5
KIND OF WORK: Grading, Paving, Structure, Signing, Illumination, Signals & Landscaping
KEY NUMBER:
LENGTH: 0.27 Mile
DATE: 7-25-85
NAME: Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	–	48,500^{00}
	LANDSCAPING					
	Furnishing and Planting Deciduous Trees		Each	43	200^{00}	8600^{00}
	Furnishing and Planting Vines		Each	5750	4^{00}	23,000^{00}
	Bark Mulch		Unit	48	125^{00}	6000^{00}
	Seeded Lawn		Sq. Yd.	6060	3^{60}	21,816^{00}
	Irrigation System		Lump Sum	All	–	26,000^{00}
						1,083,816^{75}

July 18, 1985

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

AGR 4-1

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 8412

Attached for your files are two fully executed copies of an agreement to modify existing spans and bents on the Glisan Street ramp of the Steel Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments
bc: Gary Potter (agree. att.)

jc

Con [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30042

RECEIVED
STATE HWY ENGR
JUL 11 '85
REFER TO
Potter
FOR

Info	Issue	R/O	D/R	Sign	Act	File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE July 3, 1985

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Glisan St. - N. W. Couch St. Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 6-28-85 the Program Change adding appropriation Code 177 is approved.

Also, as requested by Mr. Potter's letter of 6-28-85 the Program Change increasing Preliminary Engineering to a TEC of $248,450; FF $211.182 is approved.

(Increase TEC $61,250; Federal Funds $52,062 Appn Code 177)

14. DATE 7/10/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N.W. Glisan - NW. Couch St.	COUNTY	NO.	REGION
HIGHWAY Front Ave. NO.	Multnomah	26	Metro
	AUTHORIZATION NO.	PROJECT EA	DATE
	2	C726-1947	7-3-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	1000		2,000	914 UTILITY LIAISON	7783		300
				915 LANDSCAPE DESIGN	7114		1,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A		196,000	916 PHOTOGRAMMETRY SERVICES	7142		
	N/A			917 INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			920 PROJECT PROGRAMMING	06(00)		300
903 FINAL DESIGN BRIDGE AND FOUNDATION	74(00)		18,500	921 SPECIFICATIONS AND ESTIMATES	7200		3,500
	7420			923 ENVIRONMENTAL STUDIES	75(00)		1,000
	1094		9,000		75(__)		
904 PRELIMINARY DESIGN	7110						
				925 AIR MONITORING	7510		
905 FINAL DESIGN	73(00)		1,875	927 FREE BRIDGE DESIGN	74(__)		
906 REDESIGN	73(__)				74(__)		
907 T.P.D.I. DESIGN	73(31)		625	929 FREE BRIDGE SPECIFICATIONS	7200		
908 FIELD TESTING	1094		7,000	933 BASE DESIGN	7141		1,500
909 RIGHT-OF-WAY DESCRIPTION	7511			934 GEOTECHNICAL INVESTIGATION	7120		3,000
910 RIGHT-OF-WAY MAPS	7111		500	937 HYDRAULIC STUDIES	7143		
911 SIGN AND SIGNAL DESIGN	76(00)		1,000	949 SYSTEM STUDIES	N/A		
	76(__)			960 PROCESS PROJECT PROSPECTUS	7144		50
				961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(__)			962 RECONNAISSANCE SURVEYS	71(__)		
913 RIGHT-OF-WAY LIAISON	7730		250	963 REVIEW FIELD SURVEYS	7143		400

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 24 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1914 (1-85)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID#

SECTION N.W. Glisan - N.W. Couch St.

REGION Metro

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000 F.		150				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500		500				

TOTALS	$ 248,450
PREVIOUS AUTHORIZATION	$ 187,200
ADD. AUTH. REQUIRED	$ 61,250

RIGHT-OF-WAY EA

PE FUNDING Federal

FEDERAL AID PROJECT NUMBER IX-9300(9)

LOCATION ENGINEER'S REMARKS

The major cost increase is in activity 901 (Local Government). This increase was caused by a more extensive alternate selection process than anticipated, coordination with adjacent interests, additions to the design and an intensive effort to prepare plans in time for review and approval for construction this fiscal year.

a

PREPARED BY Original Submitted by Curt Duval	DATE 5-31-85	APPROVED, ASST HIGHWAY ENGINEER X Christensen	DATE 7/11/85
RECOMMENDED, REGION ENGINEER X	DATE	DEC. OR STATE HIGHWAY ENGINEER APPROVAL DATE	
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-3-85	

11,13-1

Con 21-10-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 14, 1985

IN REPLY REFER TO
HFO.6-OR

RECEIVED
STATE HWY ENGR
JUN 18 '85
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Corr
#9748

Dear Mr. Coulter:

Oregon Project IX-0000(LRT)
Willamette River (Steel Bridge)
Oregon Project IX-9300(10)
Glisan - Couch (Section)
Front Avenue/Glisan St. Ramp
Multnomah County

We have reviewed Mr. Hart's letter of June 12, 1985 presenting support data to proceed with the Glisan St. ramp revisions under a contract change order to the Steel Bridge project. We agree that your proposal is in the best interest of the public and represents the most cost-effective means of accomplishing this work.

The Glisan Ramp revision will be considered Stage I of project IX-9300(10). PS&E prerequisites have already been satisfied under project IX-0000(LRT) and the properly supported change order will constitute PS&E documents for this stage.

Your request for authorization to proceed with construction, including utility adjustments, should also ask for confirmation of our verbal effective date of June 14, 1985. Preliminary engineering should be charge to project IX-9300(9).

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Prog)
OSHD (A. C. Harwood, Metro Reg)
UMTA (A. Davis, Reg Admin, Seattle)
TRI-MET (R. Higbee, Dir. Banfield LR)

cc Christensen
Hart
Boyd
Hewlett.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Telegraph Line Conduits and Vault Relocation
Western Union
N.W. Glisan St. - N.W. Couch St. Section
N.W. Front Avenue
Multnomah County
Project No. IX-9300(10)

Confirmation of your verbal authorization for Western Union to proceed with the relocation of their telephone line conduits and vault facilities in conflict with this project as of June 14, 1985 is requested. An estimate of cost is being prepared by Western Union. Preliminary estimate of cost is $33,000. The estimate is presently being reviewed by the Highway Accounting Section and upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 14, 1985 is approved

C. T. Christianson, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
John Howard
R. L. Fleming

Form 734-3122

Con 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Railroad Signal Line Facility Relocation
Southern Pacific Transportation Company
N.W. Glisan St. - N.W. Couch St. Section
N.W. Front Avenue
Multnomah County
Project No. IX-9300(10)

Confirmation of your verbal authorization for Southern Pacific Transportation Company to proceed with the relocation of their signal line facilities in conflict with this project as of June 14, 1985 is requested. An estimate of cost is being prepared by Southern Pacific Transportation Company. Preliminary estimate of cost is $10,000. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 14, 1985 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
John Howard
R. L. Fleming

Form 734-3122

Con 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Railroad Signal Line Relocation
Union Pacific Railroad
N.W. Glisan St. - N.W. Couch St. Section
N.W. Front Avenue
Multnomah County
Project No. IX-9300(10)

Confirmation of your verbal authorization for Union Pacific Railroad to proceed with the relocation of their signal line facilities in conflict with this project as of June 14, 1985 is requested. An estimate of cost is being prepared by Union Pacific Railroad. Preliminary estimate of cost is $16,000. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 14, 1985 is approved

CT Christianson
C. T. Christianson, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
John Howard
R. L. Fleming

Form 734-3122

May 30, 1985

PRO

Mr. Richard O. Schmidt
Highway Coordinator
Bureau of Street & Structural
Engineering
Room 802, 1120 SW Fifth St.
Portland, OR 97207-1971

Subject: N.W. Glisan St.-N.W. Couch St.
N.W. Front Ave. IX-9300(10)

Dear Dick:

The subject project is presently scheduled for construction later this year, however since the City share is included in your 1984-85 budget we can accept your advance deposit at this time.

The City share and deposit is computed as follows:

Total Estimated Cost	$ 2,000,000.00
Less Federal Funds	(1,700,000.00)
CITY SHARE	$ 300,000.00

Please deposit $300,000 in your LGIP account for the subject project.

Very truly yours,

Gary A. Potter, Manager
Program Section

GAP:me
bcc: w/AD #85-55: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #85-55 when deposit is made.

6-17-85
Rec'd. LGIP
Ez

15,134

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 18, 1985

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30042
Project No. IX-9300(10)
N.W. Glisan Street-N.W. Couch Street (Portland) Section
Front Avenue
Multnomah County

Enclosed is data consisting of PR-1 forms and project maps for the subject project.

It is the present intention to accomplish the modifications to the Glisan Street off ramp under this project by price agreement or extra work under the present Steel Bridge Contract No. 9748.

Authorization to proceed with the required work will be requested under separate action.

CPL:pf
Enclosure

cc: E. L. Hardt, Metro Region
G. Zehner
K. Bunk, Metro Region
General Files

Form 734-3122

6

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	4-18-85

FEDERAL-AID

(PR

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Jct. SR 99W, N. 0.1 mi.(Portland) 21 65	**ADT**	PRESENT 5,900 *	FUTURE - - - - (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. H.T. Pave, Str. Sig. 26 62	NATL. FOREST (63) (65)	FA ROUTE NO. (66) (68)	SUPV AGCY (69)	FA CLASSIF. (70)	FA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD	CLASS OF FEDERAL FUNDS Interstate Substitution	COUNTY NAME Multnomah
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U FEDERAL- 9300

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS 85%
1	(16-18)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**		"N.W. Glisan Street- N.W. Couch Street (Portland) Section"			
5					**CONST** (CODE) I000 X436 Y031 Topics	 12 11 12		0.2	1,297,000	(I-505) 1,102,450

CARD 1	CODE 1	PREPARED BY CL:pf	PROJECT TOTALS	0.2	1,297,000	1,102,450
1	14	PROGRAM APPROVAL DATES		(18)	(23)(24)	

* ADT Front Avenue S.B.

Key No. 01250

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

(Portland)	**ADT**	PRESENT 5,900 *	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 177	ITEM NO. 30042

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9300	SEQ. NO. (10)	I. Projects Only POST MI.	DESIG.

COUNTY NAME Multnomah			CODE 051	PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. U	FEDERAL-AID 9300	STATE Street	U.S. - - -	

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
et-						
n"			(I-505)			ROW-100' min.; Access Control-none; Parking Restrictions-Partial.
	0.2	1,297,000	1,102,450	- - - -	194,550	
JECT TALS	0.2	1,297,000	1,102,450	- - - -	194,550	

* ADT Front Avenue S.B.

REMARKS

Additional data see Item No. 30042
Project No. IX-9300(9)

-OVER-

N.W. GLISAN ST.-N.W. COUCH ST. (PORTLAND) SECTION

PROJECT DATA: Work under this project consists of the following: 1) Relocate southbound Front Avenue to the east of the existing steel bridge off ramp and extend Everett Street and Davis Street to connect with the realigned Front Avenue. Work consists of grade, drain, high-type pave signals and other incidentals common to this type of project; 2) Modify the existing spans 5 and 6 of the Glisan Street off ramp along with bents 4, 5 & 6 to provide clearance for the realignment of Front Avenue; 3) Adjustments of utilities and railroads are required. NOTE: It is proposed to accomplish the structure modifications by price agreement or extra work under the existing contract no. 9748, which is for modifications to the Steel Bridge and addition of Light Rail transit facilities and is being financed by UMTA funds with matching funds from Tri-Met and the State.

DATA FOR PR-37:

Type Code I000	-	$ 700,000
Type Code X436	-	520,000
Type Code Y031	-	77,000
		$1,297,000

NOTE: 1) This project is in Congressional District No. 1

2) Included in MSD FY '85 TIP, Page 52, Item No. 106 and in concept program page 8, item no. 8.

3) Concept approved in December 28, 1982 letter to you from Director of ODOT.

10,121

CCN 21-10-1

August 22, 1983

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

AGR

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 2217

Gentlemen or Ladies:

Attached for your records are two fully executed copies of an agreement covering the Glisan Street-Couch Street Section of the Pacific Highway West (Front Avenue).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:bk

Att.

bc: Don Harwell (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 13, 1982

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Proposed Interstate Transfer Project

The City of Portland is requesting approval of a project that is not included in the approved Six-Year Highway Improvement Program. The proposed project will relocate southbound Front Avenue to the east between the Steel Bridge off-ramp and N.W. Couch Street; reconstruct N.W. Everett Street from 1st Avenue to a connection with Front Avenue northbound, realign south end of Steel Bridge off-ramp to Front Avenue; and reconstruct the Davis Street connection to Front Avenue southbound. This will replace the circulation system lost as a result of construction of the LRT on 1st Avenue. City will perform the major preliminary and construction engineering functions. The project will be financed with Federal funds at 85 percent and 15 percent by City, with no cost to State. The limits of the proposed project are shown on the attached map. In Summary:

JURISDICTION	SECTION	TOTAL EST. COST	FEDERAL FUNDS	CITY SHARE
Portland	N.W. Glisan St.-N.W. Couch St., N.W. Front Ave.	$1,452,000	$1,234,200	$217,800

Metro Region and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the I-505 Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

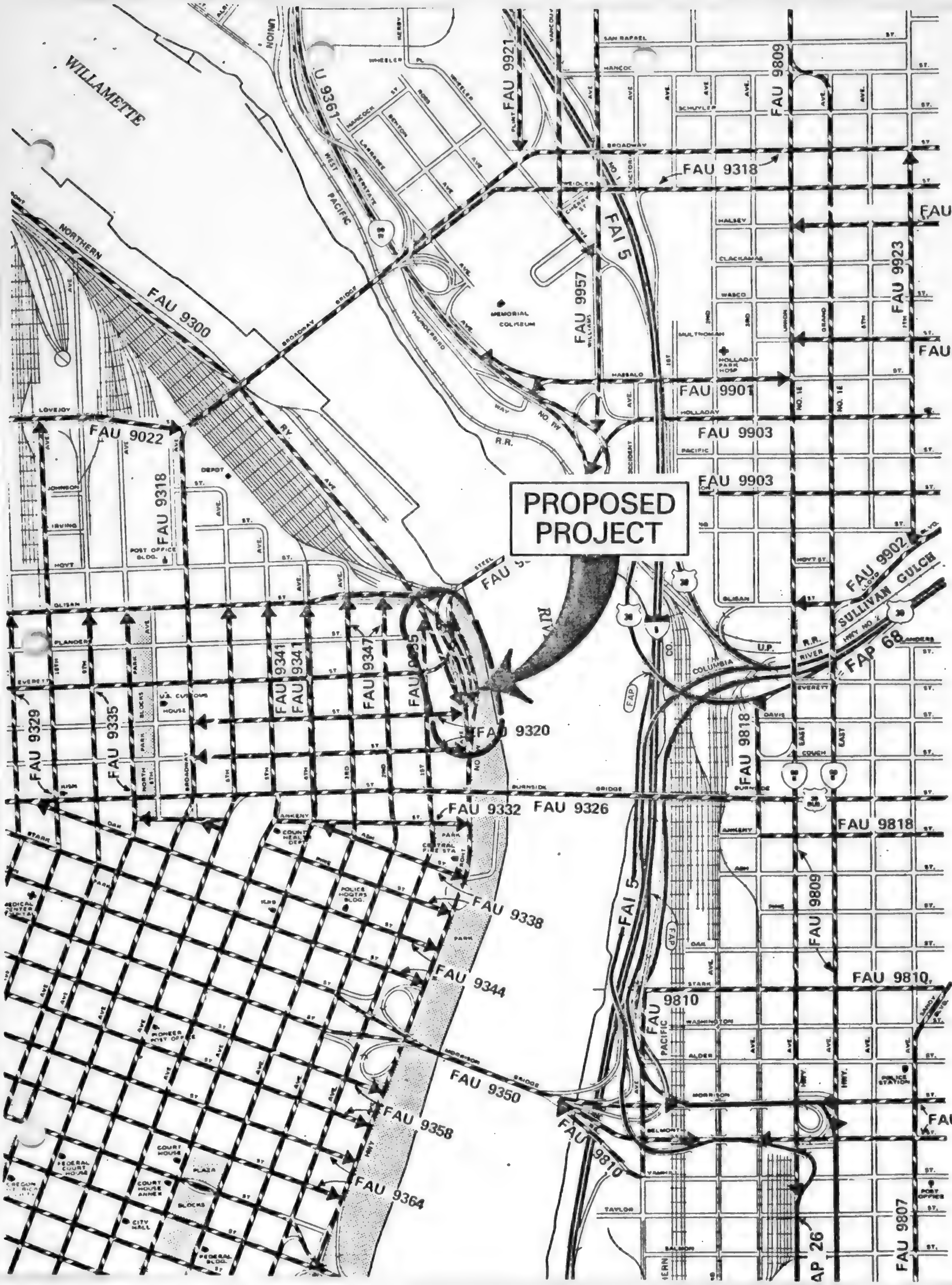
Date 12/17/82

GEZ:pf
Attachment

12-20
orig to Grunsen
cy Bothman
files
[illegible]

81-125-1387

Contains Recycled Materials


PROPOSED PROJECT
WILLAMETTE
RIV
FAU 9300
FAU 9022
FAU 9318
FAU 9318
FAU 9921
FAU 9367
FAU 9809
FAU 9904
FAU 9923
FAU 9957
FAI 5
FAU 9896
FAU 9901
FAU 9903
FAU 9903
FAU 9902
SULLIVAN GULCH
FAP 68
FAU 9329
FAU 9335
FAU 9341
FAU 9341
FAU 9347
FAU 9320
FAU 9818
FAU 9332
FAU 9326
FAU 9818
FAU 9338
FAU 9344
FAU 9809
FAU 9810
FAU 9810
FAI 5
FAU 9350
FAU 9358
FAU 9364
FAU 9810
FAU 9807
AP 26
MEMORIAL COLISEUM
BROADWAY BRIDGE
BURNSIDE BRIDGE
MORRISON BRIDGE
NORTHERN
PACIFIC
U.S. CUSTOMS HOUSE
POST OFFICE BLDG.
POLICE HDQTRS BLDG.
COURT HOUSE
CITY HALL
FEDERAL BLDG.

10 #1 CCN 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 1, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30042	IX-9300(9)	NW Glisan St.-NW Couch St. (Portland) #OR 821228-058-2

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Con 21-10-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: Dale E. Wilken
H.S. Coulter✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
D.J. Tindall
Reg. 1 Engr.: E.L. Hardt
Dis. 2 Engr.: W.W. Geibel

NOTED
H.S. COULTER

CONCLUSIONS

APPLICANT: Oregon DOT, Hiway Division

PROJECT TITLE: N.W. Glisan Street-N.W. Couch Street

DATE: January 25, 1983

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

RECEIVED
STATE HWY ENGR
FEB 2 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: **OR 821228-058-2**

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

IRD JAN 05 19

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JAN 21 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 821228-058-2 Return Date: JAN 21 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By [illegible]
PNRS #2 Phone Number 8-3059

10,131

CON 21-10-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(9)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30042

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/17/83
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW Glisan Street - NW Couch Street (Portland)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility and railroad preparatory work TEC $187,200 FF $159,120
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 1/11/83.

RECEIVED
STATE HWY ENGR
JAN 19 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
1/20

14. DATE 1/17/83
15. SIGNATURE OF APPROVING OFFICIAL D K H
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1-11-83 CON 21-10-1

TO: Dale E. Wilken Division Administrato Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.U	ROUTE NO. STATE
City St., Jct. SR 99W, N. 0.1 mi. (Portland) "NW Glisan St.-NW Couch St. (Portland) Sec."	580	30042	IX-9300(9)	9300	Street

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 100' min.

Water Development None Recreation & Historical Areas Possible (I-505 Transfer)

County Multnomah Code 051

A-95 Review: OR 821228-058-2

State Cl. Ho. .... Exempt___ Date Approved 1/ /83

Dist. 2 Cl. Ho. ..... Exempt___ Date Approved in MSD TIP No Reply___

Project Environmental ~~XXXXXXXXX~~ Actions: FHWA Concurrence Dated 11/30/82

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) Included in MSD FY '83 AE/TIP by Resolution #82-368, 11/23/82.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
X " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 187,200
85%	FF	$ 159,120
	STATE	$ ---
	City	$ 28,080

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:

1) Attached is a copy of "Authority for Survey" & project maps.
2) Concept approved in December 28, 1982 letter to you from Director of ODOT.

JLG:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
1/11/83	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

XC: GENERAL FILES

DATE: January 4, 1983

CON 21

TO: Governor Victor Atiyeh
Office of the Governor

FROM: Fred D. Miller
Director

SUBJECT: Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of January 15, 1982, requested that I keep you informed as to the projects considered to use withdrawn Interstate funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of October 1982 through December 1982 are:

PORTLAND:

1) SE Division Street-SE Crystal Springs Boulevard Section
2) SW 60th Avenue-SW 30th Avenue Section
3) Hillsboro East City Limits-Cornelius Pass Road Section
4) NW Front Avenue-NW Thurman Street (Portland) Section
5) NW Vaughn Street-NW Thurman Street (Portland) Section
6) NW Overton Street-NW Westover Road (Portland) Section
7) N. Chautauqua Boulevard-N. Delaware Avenue (Portland) Section
8) NE 60th Avenue-E. Portland Freeway (I-205) Section
9) NW Glisan Street-NW Couch Street (Portland) Section

SALEM:

1) Kubler Boulevard (I-5) Interchange Section

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

bc H. S. Coulter
R. N. Bothman
D. E. Swan
Ed Hardt
C. O. Fredrickson

JLG: fn

DATE: December 28, 1982 CCN 21-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to the Director of the Oregon Department of Transportation on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Industrial Freeway (I-505) from the Interstate Highway System under Section 103 (e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

NW Glisan St.-NW Couch St. (Portland) Section
NW Front Ave. (FAU 9300)
Multnomah County

I have directed the Program Management Section of the Highway Division to process this project with your office to obligate the Federal Transfer Funds as they are authorized by the Metropolitan Service District.

cc Metropolitan Service District

bc H. S. Coulter
D. E. Swan
Ed Hardt

JLG:bks fn

Con 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 22, 1982

To: Executive Department
Federal-Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2
Section: N.W. Glisan St.-N.W. Couch St.
Highway: Front Ave. Portland
County: Multnomah

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be January 7, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter

W.J. Hart
Reg. 1 Engr.: E.L. HARDT
Dis. 2 Engr.: W.W. GEIBEL
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6565
01	12] PROJECT TITLE [71 N.W. Glisan St.-N.W. Couch St.			
11	12] PROJECT LOCATION—CITY Front Ave. Portland	PROJECT LOCATION—COUNTY Multnomah	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project proposes to relocate Front Ave. between N.W. Glisan St. and N.W.

06 12] Couch St. to the east. The project also proposes the connection of 1st Ave. [71

07 12] with Front Ave. via Everett St., and reconnect Davis St. with southbound Front [71

08 12] Ave., north and southbound turns from Everett to Front Avenue would be permitted. [71

09 12] These improvements restore local traffic circulation disrupted by the Banfield LRT [71

10 12] line operating on NW 1st Ave., which removes 1 Ave. from the one-way downtown grid. [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,234,200	----	----	217,800	----	1,452,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Dec. 22, 1982	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Jan.	7	1983

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Dec. 22, 1982

VI. If project includes state funds (12C), identify agency ----

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N.W. Glisan Street-N.W. Couch Street

REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

Part of Broadway Cab Co. property would be required. That area is presently used for parking.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Would occupy less land with highway uses and would allow better access for property redevelopment.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Would replace some of the traffic circulation which will be lost as a result of the light rail construction on First Avenue.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Possible minor encroachment into Waterfront Park by sidewalk along the east side of northbound Front Avenue ramp to Steel Bridge, because of possible realignment of roadway.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None. identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

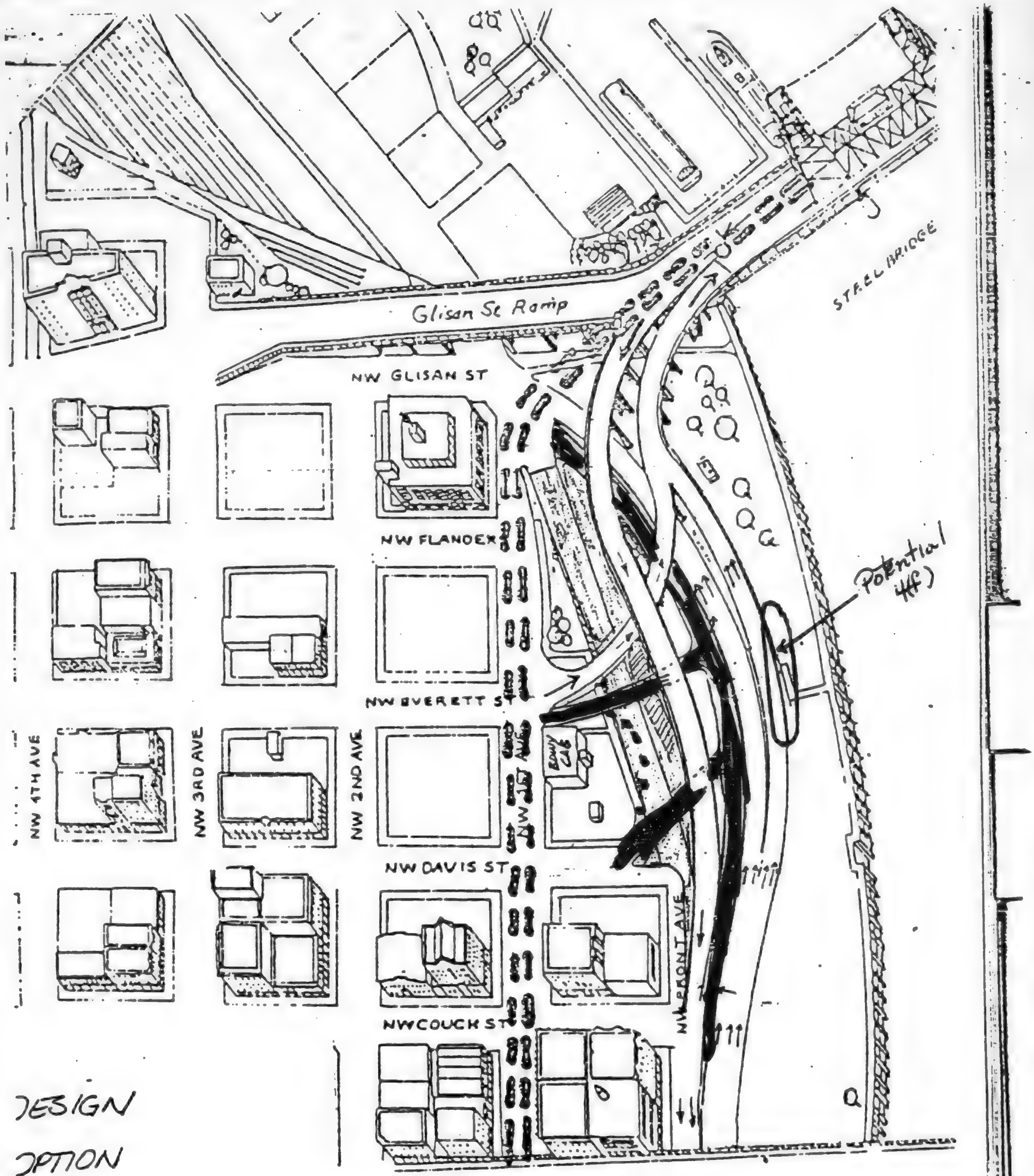
Project would require only a minor amount of new right-of-way and is aimed at restoring local traffic circulation lost to the Banfield LRT operation. Impact to Waterfront Park would be negligible.

OTHER DOCUMENTATION

A Section 4(f) evaluation may need to be prepared.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	

734-1913 (7-82)


STEEL BRIDGE
Glisan St Ramp
NW GLISAN ST
NW FLANDERS
NW EVERETT ST
NW DAVIS ST
NW COUCH ST
WEST BURNSIDE
NW 4TH AVE
NW 3RD AVE
NW 2ND AVE
NW 1ST AVE
NW FRONT AVE
Bowy CAB
Potential itf)
DESIGN
OPTION

STATE OF OREGON

INTEROFFICE MEMO

File: 10140

TO: D. H. MOEHRING Attn: D. E. Swan
Program Management Engineer

DATE: December 6, 1982

FROM: T. A. SPENCE TASpence
Plan & Program Manager

SUBJECT: N.W. Glisan Street-N.W. Couch Street
N.W. Front Avenue
City of Portland
Multnomah County

Here is our programming packet for the realignment of N.W. Front Avenue and extensions of N.W. Everett Street and N.W. Davis Street in the city of Portland. Included are a Project Prospectus, Project Request, agreement information sheet, and a copy of MSD Resolution No. 82-368.

This is an Interstate Transfer project sponsored by the City of Portland. It was approved by the MSD Council on November 23, 1982 for addition to the TIP. A copy of the MSD resolution is enclosed.

This project needs to be added to the Six Year Program.

The Metro Environmental Unit has classified this as a Class II Categorical Exclusion. There is no waterway involvement.

To expedite development of this project, the City has requested that we use FY '82 funds for obligation of preliminary engineering. We concur in this request in an attempt to bring this project to construction in federal fiscal year 1983.

We have filled in estimates for the region functions on the survey authority. The Location Section should add estimates for the Salem offices. When the total preliminary engineering cost is determined, please contact Earl Mershon so that we can notify the City of the total amount needed.

Please request FHWA approval and obligation of the necessary federal funds from the FY '82 allocation for preliminary engineering.

TAS:ECM:hw

Attachment

cc: Frank Terpin
Ed Hardt
Project Development Units
Jon Rose
Robin Brooks
Pat O'Brien

cc: Terpin
Gifford

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SWM ☐ MJK ☐ DNH ☐
DEC 7 1982

REFERRED TO____________________
FOR ________________________
FILE: PM PA LG.

81-125-1387

Contains Recycled Materials

Ptld misc.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION N.W. Glisan Street-N.W. Couch Street, N.W. Front Avenue	REGION Metro

SURVEY AUTHORITY FAU 9300	AUTHORIZATION NO. 1	PREFIX 726-1947	DATE 11-30-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$ 500	915 AUDITS	$ 500	$ 500	933 SURFACE DESIGN	$ 1,500	$ 1,500
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	146,000	146,000	918 LOCATION	500	500	935 SOILS	1,000	1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1,700	1,700
905 FINAL DESIGN	2,500	2,500	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS		
906 BRIDGE DESIGN	2,500	2,500	921 SPECIFICA-TIONS	3,500	3,500	938 REGION ENVIRONMENT	300	300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	500	500	923 ENVIRONMENTAL SECTION	1,000	1,000	950 TRAINING	0	0
910 REGION GEOLOGIST	5,000	5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION	1,000	1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	1,000	1,000	926 FOUNDATION	16,500	16,500	980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	500	500	932 RAILROAD & UTILITIES	300	300			
						TOTALS	$187,200	$187,200
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION	$	
FEDERAL AID PROJECT NUMBER 1X-9300(9)						ADD. AUTH. REQUIRED	$	

LOCATION ENGINEER'S REMARKS

The City of Portland will perform the field survey, prepare the design (grading and structural), prepare a right-of-way map and descriptions. The State will monitor the City PE, perform soils analysis, surface design, foundation exploration, and acquire right-of-way.

1 ✓
2 A
3 Dus
4

R. Ey Watson

RECEIVED

3

ROAD [illegible] SECTION

Approved by Hwy. Eng'r. 12/17/82 $1,452,000 FAIX

PREPARED BY Curtis H. [illegible]	DATE 11-30-82	for APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X L. O. [illegible]	DATE 1-28-83
RECOMMENDED. REGION ENGINEER X Edward [illegible]	DATE 12/5/82	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE 1-27-83
RECOMMENDED. LOCATION ENGINEER X Frank E. [illegible]	DATE 1/25/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-17-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION N.W. Glisan Street-N.W. Couch Street			KEY ID #	REGION Metro
TE HIGHWAY # 1W	HIGHWAY NAME Pacific West		MILE POST FROM X0.1 TO X0.3	LENGTH 0.2 miles
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME N.W. Front Avenue	
ROUTE # Ore 99W	FEDERAL AID # FAU 9300 & 9361	APPLICANT (IF OTHER THAN STATE) City of Portland		

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 187.2
RIGHT OF WAY		$ 8
ROADWAY	$ 926	
STRUCTURES	$ 300	
SIGNALS	$ 65	
ILLUMINATION	$ 6	
TEMPORARY PROTECTION	$ -	
	$	
40% ENGINEERING & CONTINGENCIES	$ included	
TOTAL CONSTRUCTION		$ 1,297
TOTAL ESTIMATE		$ 1492.2

PROJECT DATA		
GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	X
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	X
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	2
WORK TYPE	(1-12)	2

RIGHT OF WAY		
FILES	(#)	(Con. easement on south side Everett) 2
ACRES	(#)	0.002
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX (I-505 Transfer)	RECOMMENDED PROGRAM YEAR 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	2
SIGNALS (#)	1	2
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	5,900 (Front SB)	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

The downtown Portland alignment for the Banfield LRT system will remove N.W. 1st Avenue between Glisan and Davis streets from the downtown one-way grid. Therefore, the remaining streets will have increased traffic congestion and an increase in out-of-direction travel.

PROPOSED SOLUTION

Relocate southbound Front Avenue to the east. Extend Everett Street and Davis Street to connect with the realigned Front Avenue. This will replace the traffic circulation lost on 1st Avenue. Minor realignment will be required for northbound Front Ave. and for the fill portion of the southbound Front Avenue off-ramp from the Steel Bridge.

REQUESTED, REGION ENGINEER X Edward [illegible]	DATE 12/5/82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJEC. PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
N.W. Glisan Street-N.W. Couch Street, N.W. Front Avenue

REGION
Metro

PROJECT JUSTIFICATION

Regional Transportation Plan (MSD Resolution 82-368)

Project Request from City of Portland

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: N.W. Glisan Street-N.W. Couch Street, N.W. Front Avenue

REGION: Metro

ENTER: S—STATE E—EXISTING C—CONSULTANT N—NO A—APPLICANT

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	A	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	A	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	A	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	A	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	A	OLD (#) 1	NEW (#) 2

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

UTILITIES: A (LIST BELOW)

COMPANIES:
Liberty Cable
Pacific Power & Light
N.W. Natural Gas
Pacific Northwest Bell
Portland Water Bureau
Portland Sanitary Division

DESIGN SPEED: 20-35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

Variable cross section. See attached maps for existing and proposed lane configurations.

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	100'	20' + 8' S.W.		BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 1/25/85

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N.W. Glisan Street - N.W. Couch Street

REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

Part of Broadway Cab Co. property would be required. That area is presently used for parking.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Would occupy less land with highway uses and would allow better access for property redevelopment.

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Would replace some of the traffic circulation which will be lost as a result of the light rail construction on First Avenue.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Possible minor encroachment into Waterfront Park by sidewalk along the east side of northbound Front Avenue ramp to Steel Bridge, because of possible realignment of roadway.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

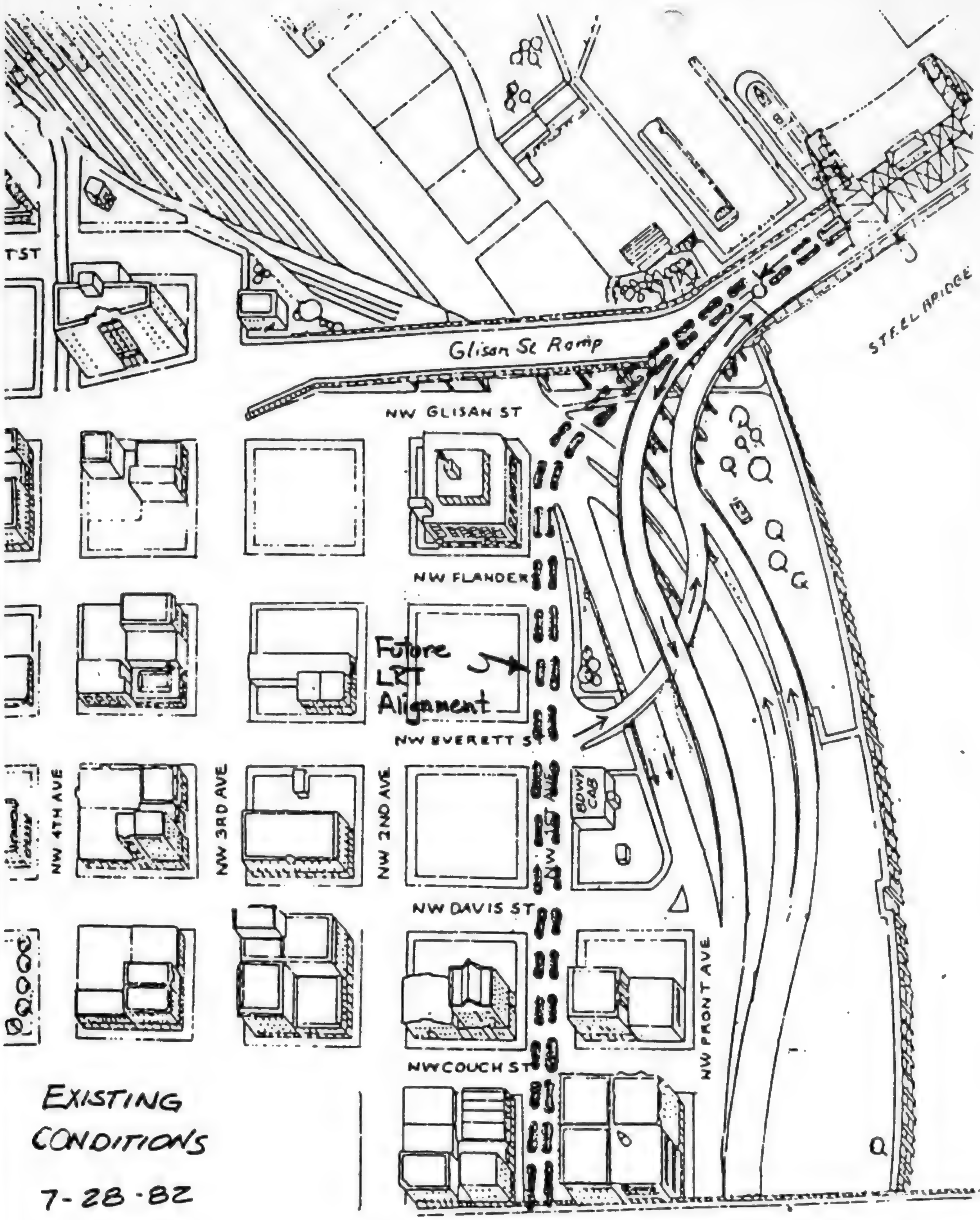
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X Craig Markham	**TELEPHONE NUMBER** 653-3222	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**

734-1913 (7-82)


T ST
Glisan St Ramp
STEEL BRIDGE
NW GLISAN ST
NW FLANDERS
Future LRT Alignment
NW EVERETT ST
NW 4TH AVE
NW 3RD AVE
NW 2ND AVE
NW 1ST AVE
BDWY CAB
NW DAVIS ST
NW COUCH ST
NW FRONT AVE
WEST BURNSIDE

EXISTING CONDITIONS

7-28-82

CON 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 26, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
N.W. Glisan St.-N.W. Couch St.
Front Avenue
Multnomah County
IX-9300(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:lb
Attachments (3)

CONCUR:
11/30/82
for Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
December 1, 1982

cc: J. B. Boyd
J. H. Versteeg
B. L. Gifford
L. E. George
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
Ed Hardt
Jef Kaiser
Clarence Eschelman
Maury Payne
Don Keyes

Form 734-3122

PROJECT RECORD

Date November 26, 1982

Project Class II Federal-Aid No. IX-9300(-) Prefix

Section N.W. Glisan St.-N.W. Couch St. Hwy. Front Avenue

Hwy. No. Region Metro County Multnomah City Portland

Project Mileposts 0.2 miles Program Estimate $1,452 Funding Source

Project Description The project proposes to relocate Front Avenue between N.W. Glisan St. and N.W. Couch St. to the east. The project also proposes the connection of 1st Ave. with Front Ave. via Everett St., and reconnect Davis St. with southbound Front Ave., north and southbound turns from Everett to Front Avenue would be permitted. These improvements restore local traffic circulation disrupted by the Banfield LRT line operating on N.W. 1st Ave., which removes 1st Avenue from the one-way downtown grid.

Study Requirements

	Req'd	Completed		Req'd	Completed
Public Hearing	Yes		Section 4(f)	maybe	
Right-of-Way Data	Yes		Noise Study Report:		
Traffic Data	Yes		Statewide	No	
Wetlands Finding	No		Short Form	Yes	
Wetlands Analysis	No		Regular	No	
Endangered Species List	No		Indirect Source Permit	No	
Biological Assessment	No		Coast Guard Permit	No	
Cultural Resources:			Section 404 Permit	No	
Archeology	?		Cultural Clearance	No	
Historical	Yes		Noise Clearance	No	

Processing Record

PCR: Received 11-18-82 To FHWA 11-26-82 FHWA Appr. Distribution

Draft Document: To Study Comitee To Tech. Serv. Engr.

Tech Serv. Engr. Appr. To FHWA FHWA Appr.

Distribution Comments Due: State Federal

Final Document: To Study Committee To Tech. Serv. Engr.

Tech. Serv. Engr. Appr. To FHWA FHWA Appr.

Distribution

Clearance Date Advance Date

CON 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 26, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

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N.W. Glisan St.-N.W. Couch St.
Front Avenue
Multnomah County
IX-9300(-)

Dear Mr. Wilken:

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Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:lb
Attachments (3)

CONCUR:
for 11/30/82
Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
December 1, 1982

cc: J. B. Boyd
J. H. Versteeg
B. L. Gifford
L. E. George
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
Ed Hardt
Jef Kaiser
Clarence Eschelman
Maury Payne
Don Keyes

Form 734-3122

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

16-21

CON 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

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November 26, 1982

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Federal Highway Administration
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Salem, OR 97301

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Front Avenue
Multnomah County
IX-9300(-)

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Environmental Section

GAP:lb
Attachments (3)

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for Division Administrator 11/30/82 Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
December 1, 1982

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Clarence Eschelman
Maury Payne
Don Keyes

Form 734-3122

PROJECT RECORD

Date November 26, 1982
Project Class II Federal-Aid No. IX-9300(-) Prefix
Section N.W. Glisan St.-N.W. Couch St. Hwy. Front Avenue
Hwy. No. Region Metro County Multnomah City Portland
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Study Requirements

	Req'd	Completed		Req'd	Completed
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Right-of-Way Data	Yes		Noise Study Report:		
Traffic Data	Yes		Statewide	No	
Wetlands Finding	No		Short Form	Yes	
Wetlands Analysis	No		Regular	No	
Endangered Species List	No		Indirect Source Permit	No	
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Cultural Resources:			Section 404 Permit	No	
Archeology	?		Cultural Clearance	No	
Historical	Yes		Noise Clearance	No	

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Tech. Serv. Engr. Appr. To FHWA FHWA Appr.
Distribution
Clearance Date Advance Date

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N.W. Glisan Street-N.W. Couch Street

REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

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Would occupy less land with highway uses and would allow better access for property redevelopment.

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PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None. identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

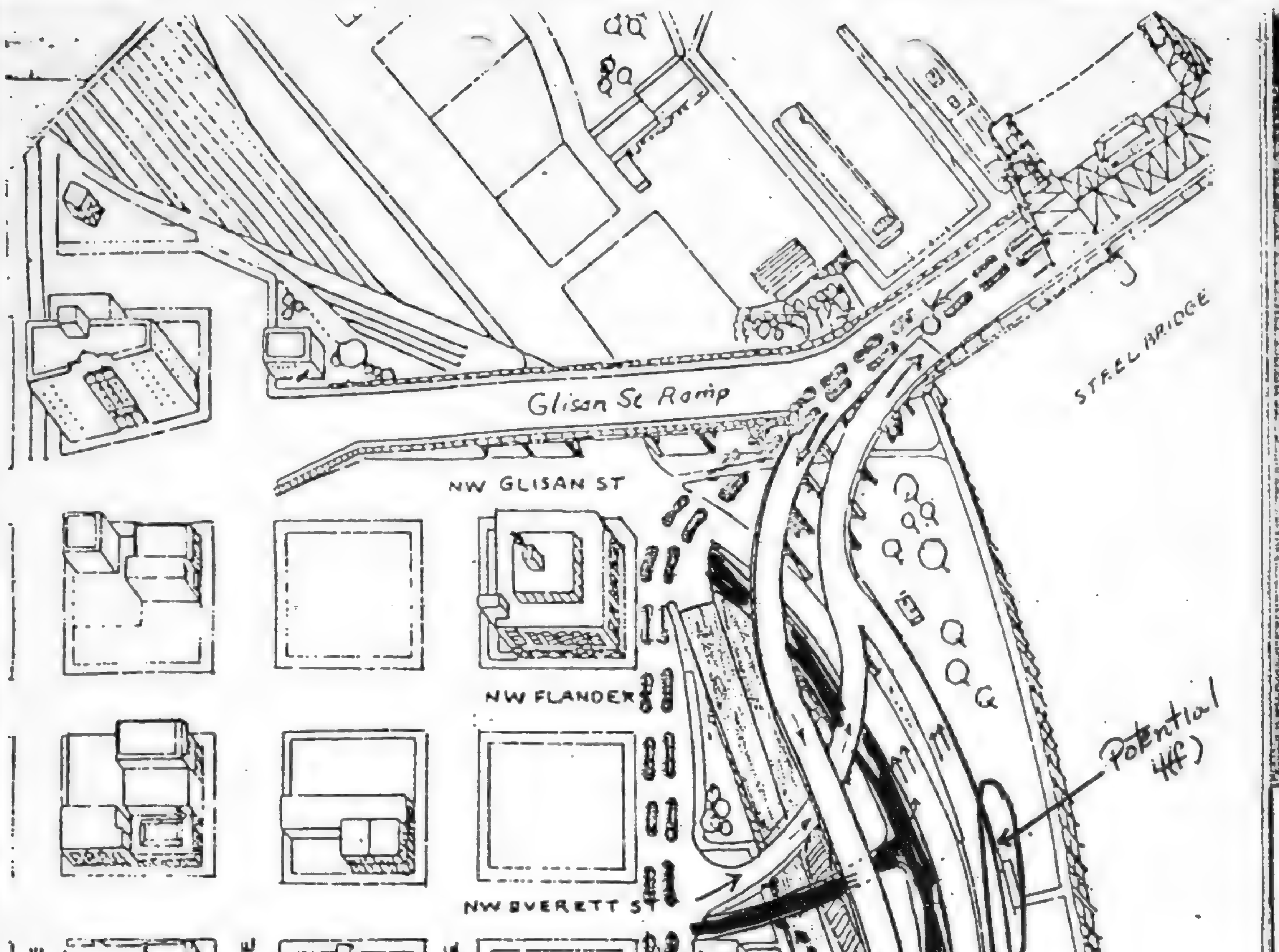
Project would require only a minor amount of new right-of-way and is aimed at restoring local traffic circulation lost to the Banfield LRT operation. Impact to Waterfront Park would be negligible.

OTHER DOCUMENTATION

A Section 4(f) evaluation may need to be prepared.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	

734-1913 (7-82)


Glisan St Ramp
STEEL BRIDGE
NW GLISAN ST
NW FLANDERS
NW EVERETT ST
NW DAVIS ST
NW COUCH ST
WEST BURNSIDE
NW 4TH AVE
NW 3RD AVE
NW 2ND AVE
NW 1ST AVE
NW FRONT AVE
BOWL CAFE
Potential 4(f)

ESIGN

PTION

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N.W. Glisan Street-N.W. Couch Street			REGION Metro
STATE HIGHWAY # 1W	HIGHWAY NAME Pacific West	MILE POST FROM X0.1 TO X0.3	LENGTH 0.2 miles
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME N.W. Front Avenue
ROUTE # Ore. 99W	FEDERAL AID # FAU 9300 & 9361	APPLICANT (IF OTHER THAN STATE) City of Portland	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓) X	FILES	(#)	(Con. easement on south side Everett) 2
RIGHT OF WAY		$ 8	PAVING	(✓) X	ACRES	(#)	0.002
ROADWAY	$ 926		STRUCTURES	(✓) X	RELOCATIONS	(#)	0
STRUCTURES	$ 300		SIGNING	(✓) X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 65		SIGNALS	(✓) X	PRELIMINARY ENGINEERING	(S,C,A)	A
ILLUMINATION	$ 6		ILLUMINATION	(✓) X	CONSTRUCTION ENGINEERING	(S,C,A)	A
TEMPORARY PROTECTION	$ —				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ included		DESIGN CATEGORY (1-7)	2	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 1,297	WORK TYPE (1-12)	2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX (I-505 Transfer)	RECOMMENDED PROGRAM YEAR 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	2
SIGNALS (#)	1	2
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	5,900 (Front SB.)	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

The downtown Portland alignment for the Banfield LRT system will remove N.W. 1st Avenue between Glisan and Davis streets from the downtown one-way grid. Therefore, the remaining streets will have increased traffic congestion and an increase in out-of-direction travel.

PROPOSED SOLUTION

Relocate southbound Front Avenue to the east. Extend Everett Street and Davis Street to connect with the realigned Front Avenue. This will replace the traffic circulation lost on 1st Avenue. Minor realignment will be required for northbound Front Ave. and for the fill portion of the southbound Front Avenue off-ramp from the Steel Bridge.

REQUESTED, REGION ENGINEER
X Edward T Hardt
DATE 12/5/82

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

	KEY ID #
SECTION N.W. Glisan Street-N.W. Couch Street, N.W. Front Avenue	REGION Metro

PROJECT JUSTIFICATION

Regional Transportation Plan (MSD Resolution 82-368)

Project Request from City of Portland

ADMINISTRATION RECOMMENDATION

[illegible] ON REVERSE

SECTION
N.W. [illegible] Street [illegible]

E R S–STATE C–CONSULTANT A–APPLICANT
E–EXISTING N–NO

PERMITS AND CLEARANCES

A—95	S	SIGNS PERMANENT	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM	N	STRIPING PERMANENT	A	LANDSCAPING	A	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	A	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	A	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	A	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	A	OLD (#) 1	NEW (#) 2

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

UTILITIES A (LIST BELOW)

COMPANIES
Liberty Cable
Pacific Power & Light
N.W. Natural Gas
Pacific Northwest Bell
Portland Water Bureau
Portland Sanitary Division

DESIGN SPEED 20-35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE WALK	BIKE PATH

EXISTING

Variable cross section. See attached maps for existing and proposed lane configurations.

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY NO.

SECTION
N.W. Glisan Street-N.W. Couch Street, N.W. [illegible]

REGION
Mult.

SURVEY AUTHORITY

AUTHORIZATION NO. 3

PREFIX

DATE 11-30-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	146,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1,700	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	300	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST	5,000		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	16,500		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	500		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	500		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

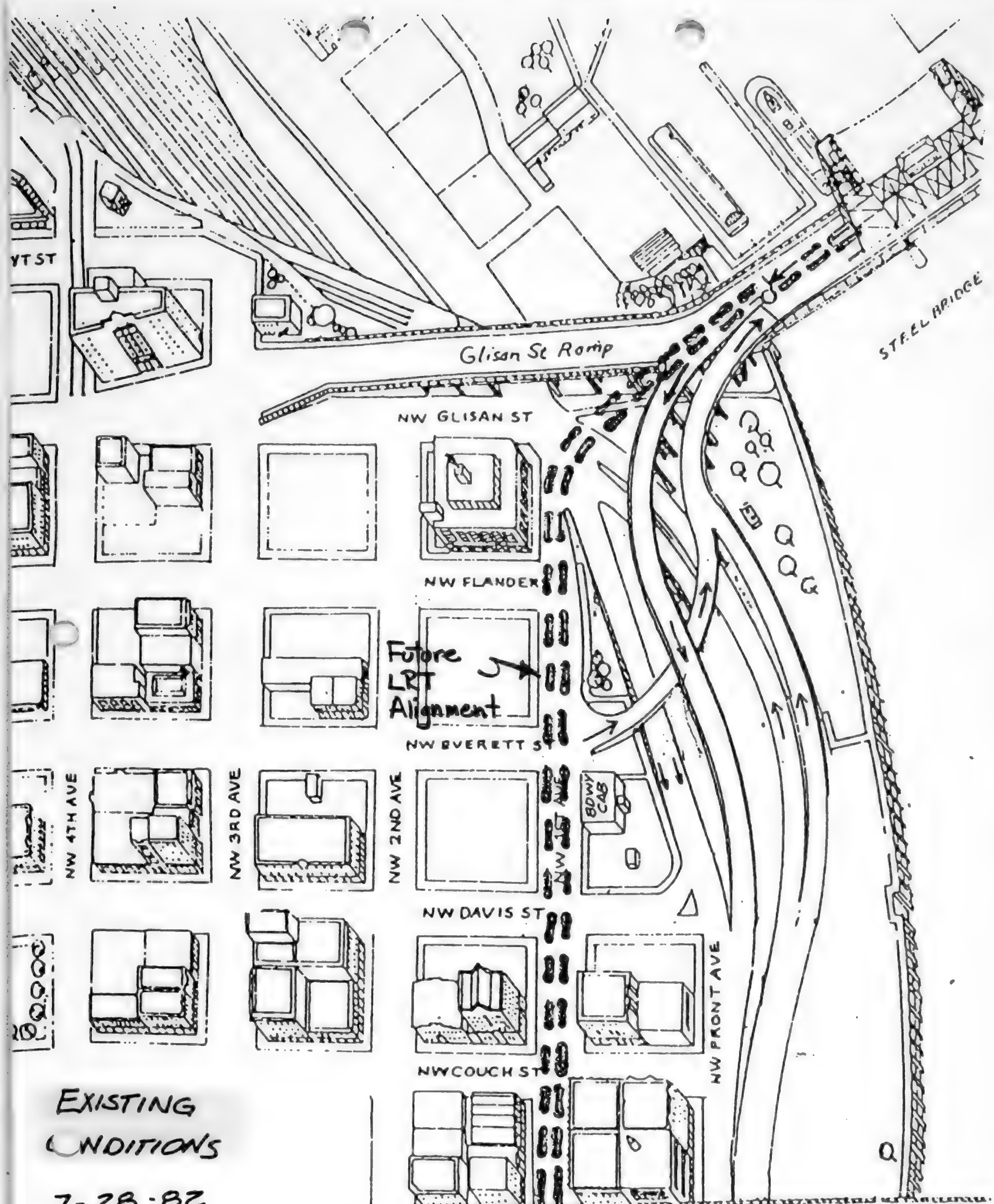
RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

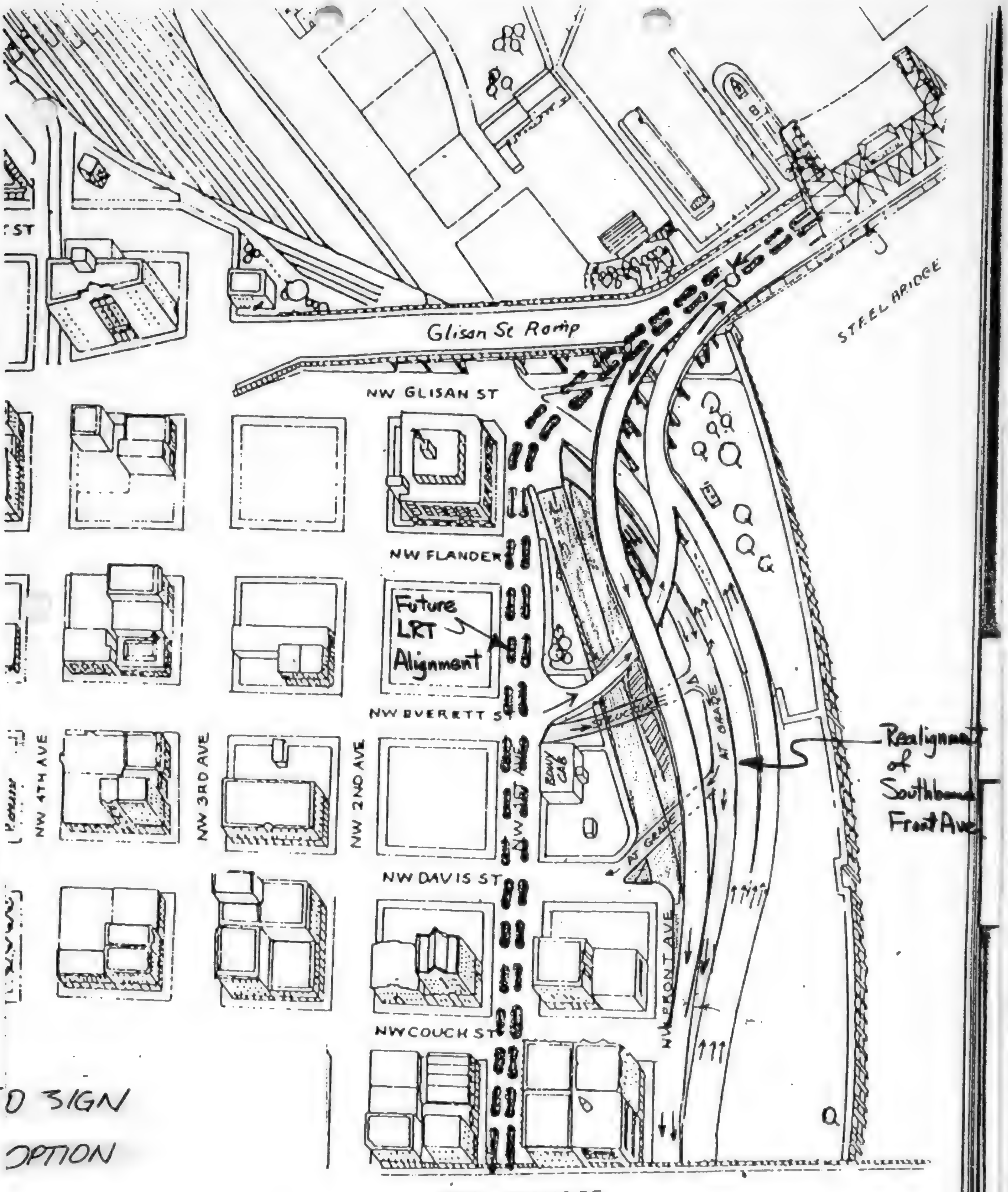
The City of Portland will perform the field survey, prepare the design (grading and structural), prepare a right-of-way map and descriptions. The State will monitor the City PE, perform soils analysis, surface design, foundation exploration, and acquire right-of-way.

PREPARED BY Curtis H. [illegible]	DATE 11-30-82	APPROVED ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED REGION ENGINEER X Edward V Hardt	DATE 12/5/82	APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	


YT ST
Glisan St Ramp
STEEL BRIDGE
NW GLISAN ST
NW FLANDERS
Future LRT Alignment
NW EVERETT ST
NW 4TH AVE
NW 3RD AVE
NW 2ND AVE
NW 1ST AVE
BDWY CAB
NW DAVIS ST
NW COUCH ST
NW FRONT AVE
WEST BURNSIDE

EXISTING CONDITIONS

7-28-82


ST
Glisan St Ramp
STEEL BRIDGE
NW GLISAN ST
NW FLANDERS
Future LRT Alignment
NW EVERETT ST
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AT GRADE
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Realignme
of
Southbou
Front Ave
NW 4TH AVE
NW 3RD AVE
NW 2ND AVE
NW 1ST AVE
NW DAVIS ST
NW FRONT AVE
NW COUCH ST
D SIGN
OPTION
WEST BURNSIDE

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: N.W. Glisan Street - N.W. Couch Street

REGION: Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

Part of Broadway Cab Co. property would be required. That area is presently used for parking.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Would occupy less land with highway uses and would allow better access for property redevelopment.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Would replace some of the traffic circulation which will be lost as a result of the light rail construction on First Avenue.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Possible minor encroachment into Waterfront Park by sidewalk along the east side of northbound Front Avenue ramp to Steel Bridge, because of possible realignment of roadway.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	

734-1913 (7-82)

FEDERAL AID PROJECT REQUEST

Date August 31, 1982

Applicant Agency City of Portland

Request for: Off-System ____, FAS-C ____, FAUS ____ Project e(4) X

Federal Aid Route No. 9300 **Route Name** NW Front Avenue

Project Name NW Everett Street - First Avenue to Front Avenue

Project Length 450 feet **Project Location (Attach sketch map)**

Project Description Realign southbound Front Avenue to the east, extend NW Everett Street to Front Avenue, install new signal with pedestrian crossing at Everett Street-Front Avenue intersection, reconnect NW Davis Street with Front Avenue. This will replace the circulation system lost as a result of construction of the LRT on 1st Avenue. Minor realignment is required for the southbound Steel Bridge off-ramps and for Front Ave. northbound. PE will include evaluation of other alternaitves (sketches are attached).

Average Daily Traffic 5,900 ADT Front Ave. S. Bound, 3,800 First Ave, 9,950 Everett at 1st.

Complete Applicable Sections: Design Speed 35 mph

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

   Width ____ Travel Lanes 2 lanes one way Shoulders no

   Medians no Parking on Everett

   Sidewalks on Everett

   Remarks ____

2. **Desired Roadway Cross Section:** (Attach sketch)

   Front-Everett to Davis 28' South Bound 2 lanes one way

   Width Everett 20' Travel Lanes 1 lane one way Shoulders no

   Medians no Davis 20' Parking on south side of Everett(28' Section)

   Curbed yes Length Curb Radii r=30'

   Sidewalk/Bikeway 8 feet

   Remarks: Front Avenue will be reduced to one lane (14' min.) south bound from Davis to the end of the Steel Bridge offramp to Front Ave. Everett will be widened to 2 lanes (28') at the east end to provide storage for left turns to Front Avenue northbound.

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:** Adequate on Everett and on Front Avenue

   General Width ____ Minimum Approx.100 feet Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
   Remarks Construction easements may be required on the south side of Everett Street.

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

   NW 1st and Everett

2. **Proposed Signalization:**

Location New signal at Front and Everett

Type

Phases 3 phase with pedestrian-actuated pedestrian signal

Type of Suspension span wire

Interconnected yes

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

140 watt high pressure sodium vapor cut-off luminaires at standard arterial spacing on wood and metal (Front Avenue) poles.

2. **Proposed Illumination:**

Location Same

Type Same

Remarks Additional illumination will be required on Everett from 1st to Front.

V. STRUCTURE DATA

1. **Existing Structure:** Moving Front southbound to the eastside of the Steel Bridge off-ramp will require realignment of the fill at the end of the off ramp.

Location Construction of the Everett St. extension to Front Ave. will require

Type removal of the south end of the abandoned south bound Steel Bridge to Harbor Drive ramp

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location As a result of poor soil conditions, the connection from the end of existing Everett St. to realligned Front Ave. southbound will be constructed on a structure.

Approximate Size: Length 100' Width 20' (plus 8' wide sidewalk)

Are sidewalk/bikeways desired? 8' south side

Are any utilities to be attached to structure? No

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

I. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	L. David Hill, Engineer IV Office
2. Environmental	1120 SW 5th Avenue, Room 840 Office
3. Public Hearing	Portland, Oregon 97204-1971 Office
	Phone: 796-7156

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ____ Consultant ____

3. Will applicant perform any work prior to or after award of contract?
Yes X No ____
If "yes," describe briefly: Design, survey, plans, specifications and estimate, construction, inspection and survey.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 926,000
Right-of-way costs (if participating)	8,000
Traffic control	65,000
Illumination	6,000
Structures	300,000
Railroad	
Other	
Preliminary engineering	147,000
PROJECT TOTAL	$ 1,452,000

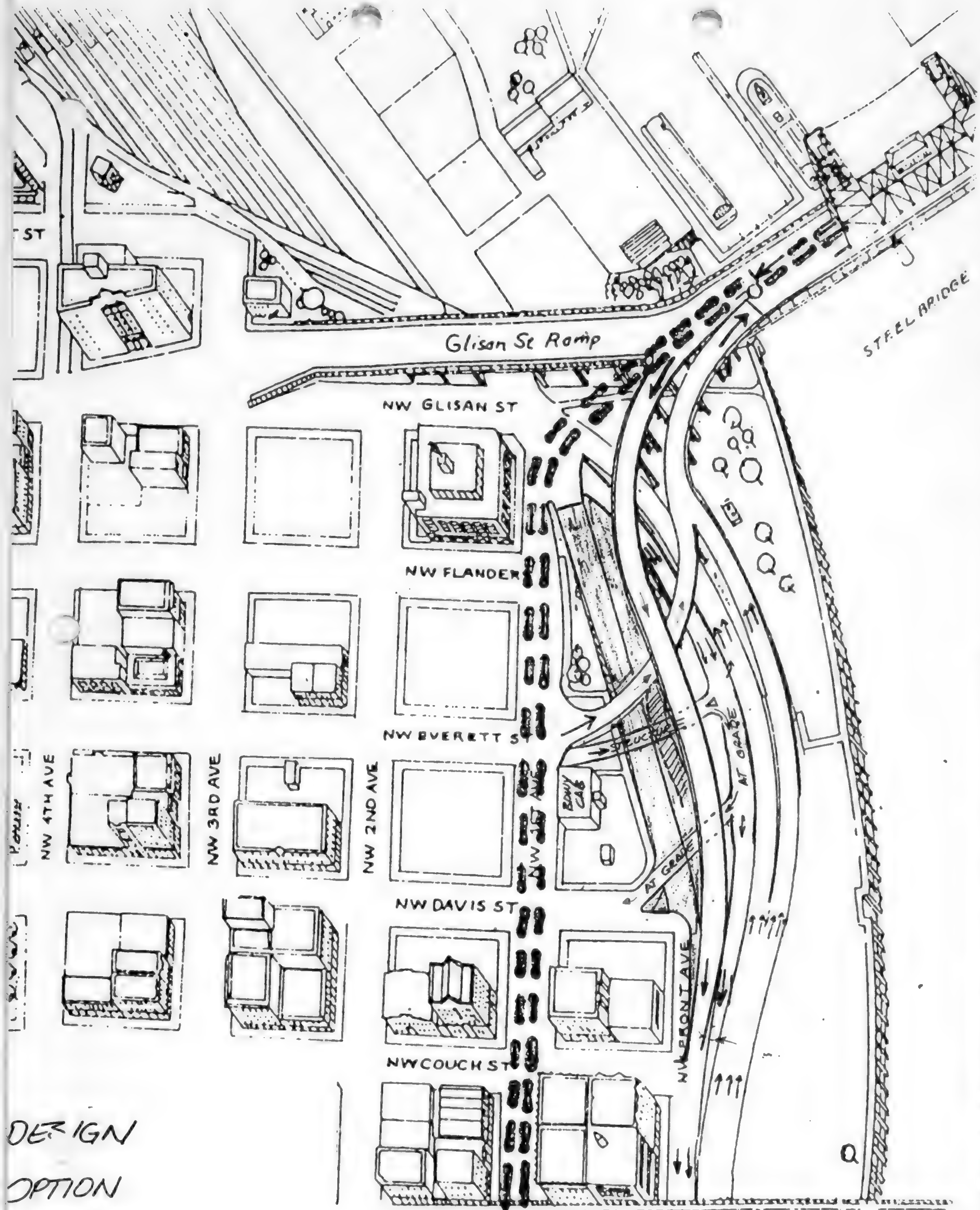
Remarks ____

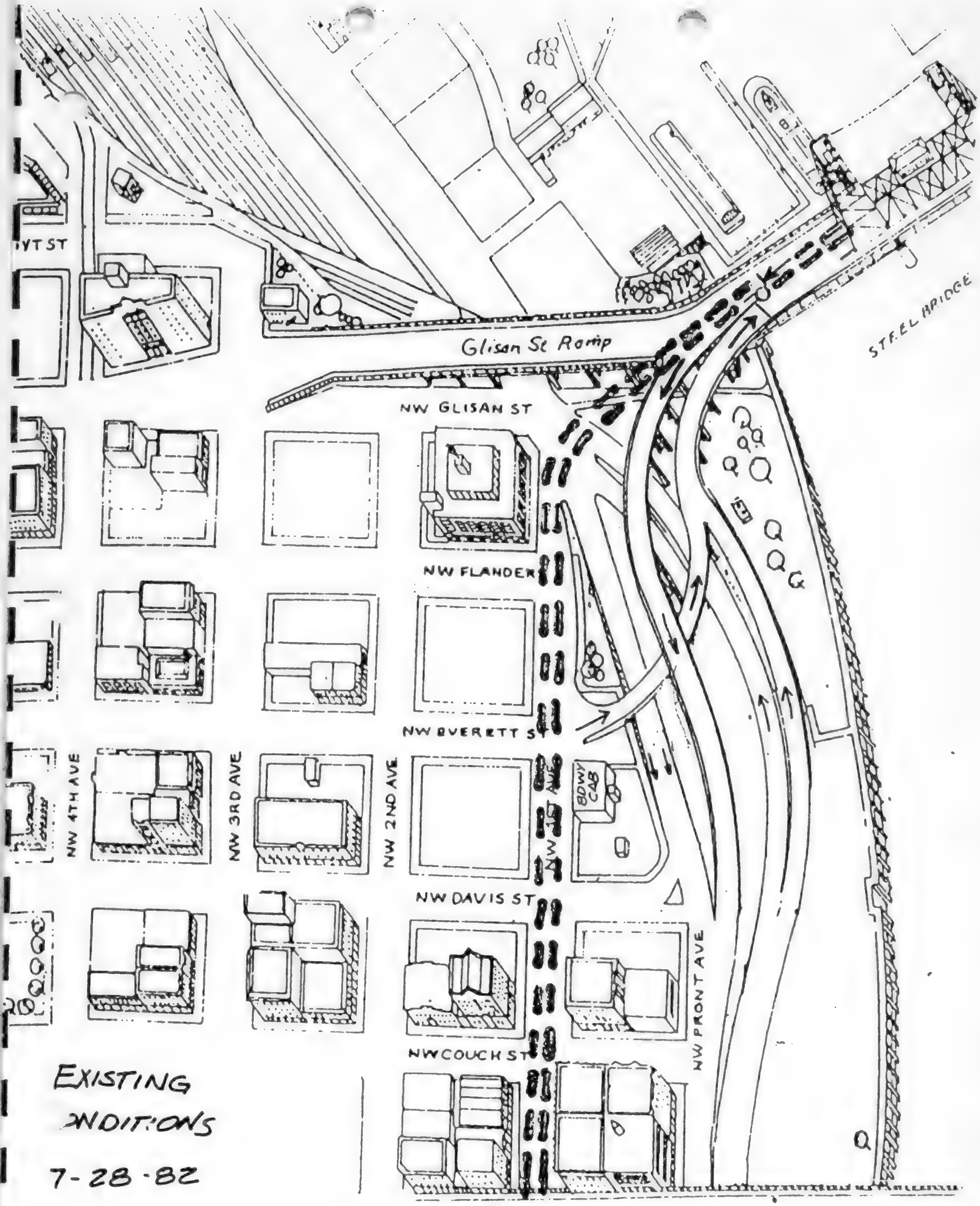
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland, Oregon and/or ____ COUNTY

By Richard O. Schmidt
Richard O. Schmidt, P.E. State Highway Coordinator
By ____

By ____
By ____
By ____


T ST
Glisan St Ramp
STEEL BRIDGE
NW GLISAN ST
NW FLANDER
NW EVERETT ST
NW 4TH AVE
NW 3RD AVE
NW 2ND AVE
NW 1ST AVE
AT GRADE
AT GRADE
NW DAVIS ST
NW COUCH ST
NW FRONT AVE
WEST BURNSIDE
DESIGN
OPTION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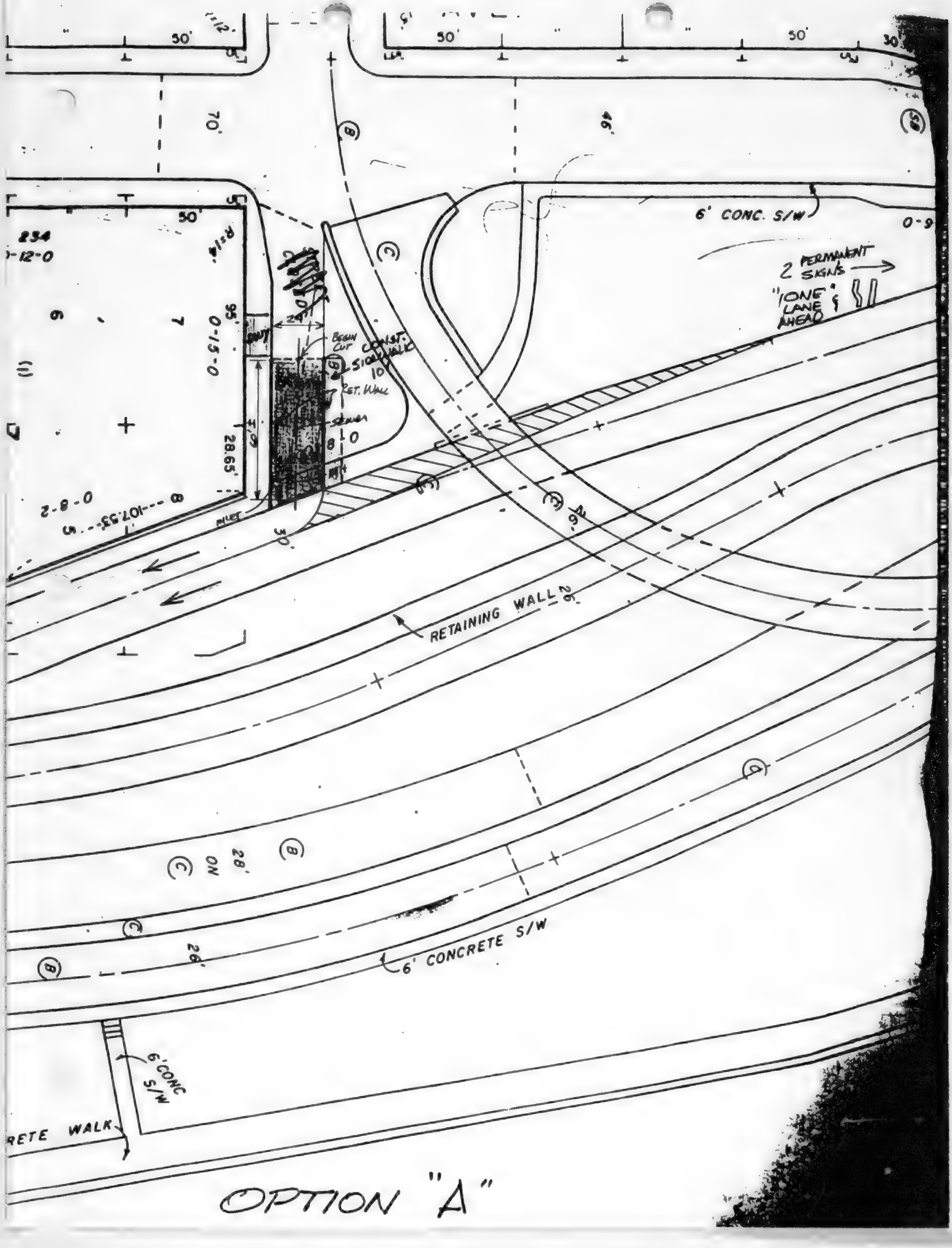
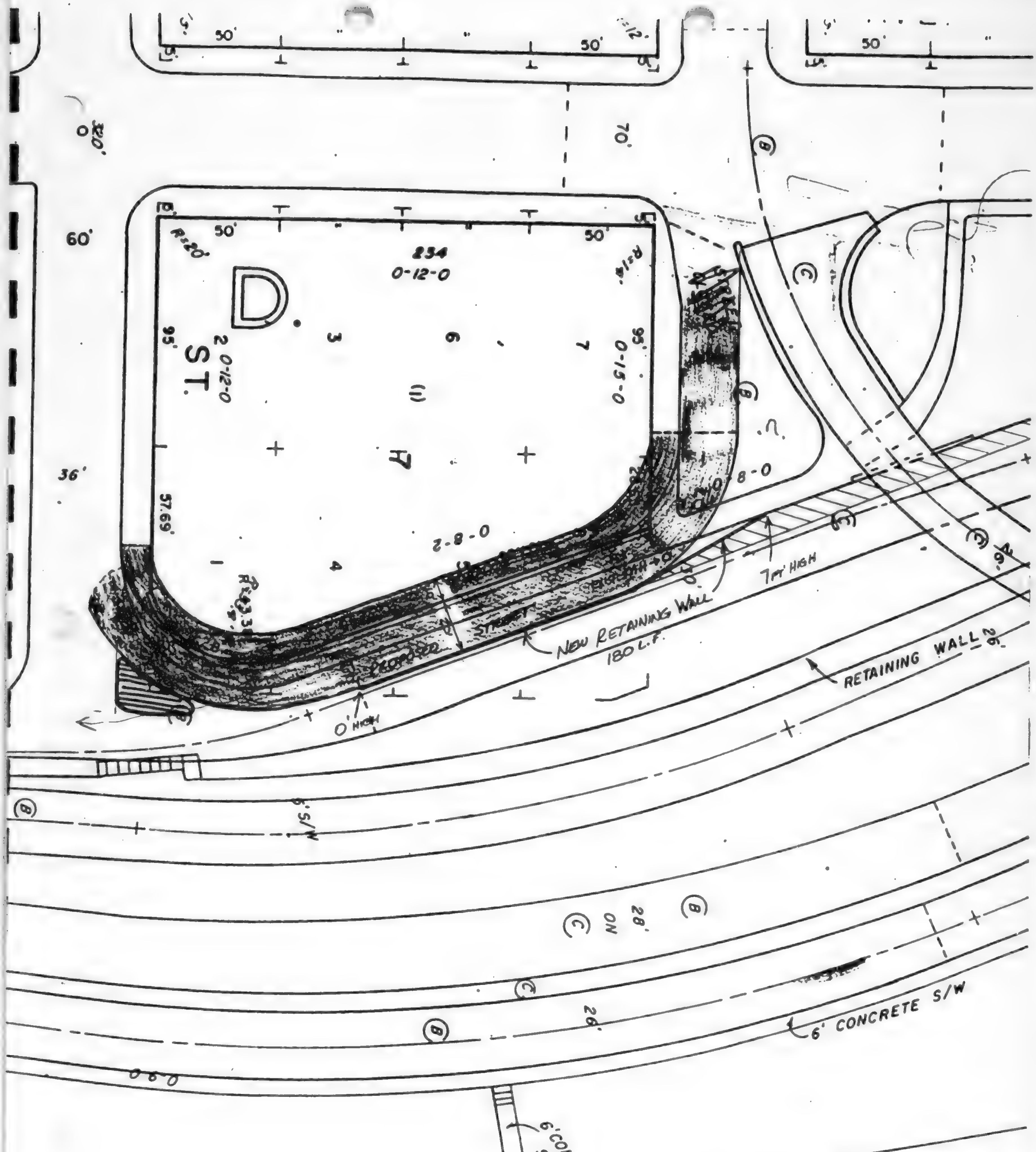
NW 3RD AVE
NW 2ND AVE
NW 1ST AVE
BDWY CAB
NW DAVIS ST
NW FRONT AVE
NW COUCH ST
WEST BURNSIDE

EXISTING
CONDITIONS

7-28-82


50'
50'
50'
30'
70'
46'
50'
234
0-12-0
6
7
(11)
0-15-0
95'
28.65'
8 --107.53'-- 5
0-8-2
INLET
24'
BEGIN CUT
CONST. SIDEWALK
10
RET. WALL
SEWER
8
10
30'
6' CONC. S/W
2 PERMANENT SIGNS
"ONE" LANE AHEAD
RETAINING WALL
26'
28'
ON
26'
6' CONCRETE S/W
6' CONC S/W
RETE WALK
(B)
(C)
(D)

OPTION "A"


50'
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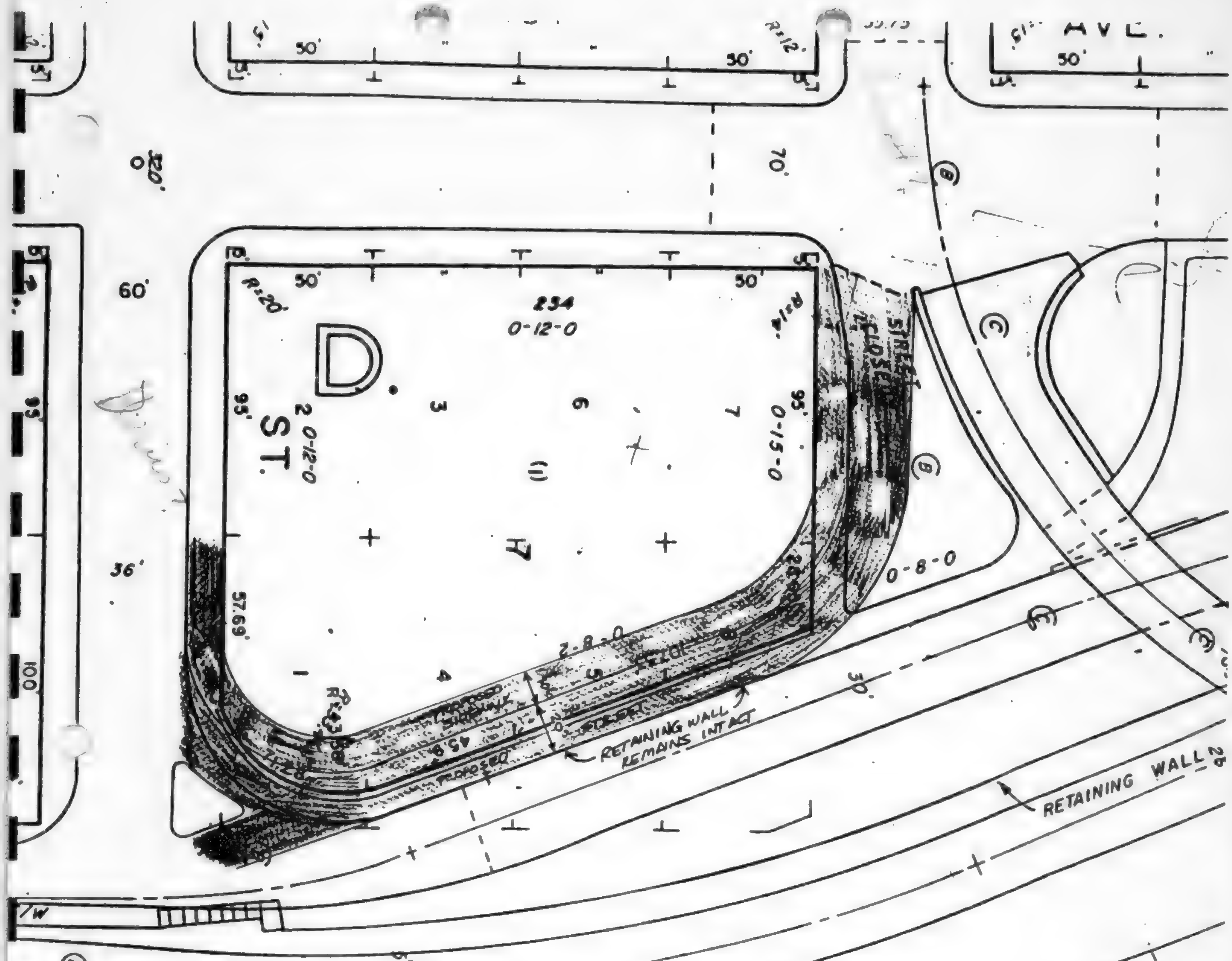
D.
ST.
234
0-12-0
95'
2 0-12-0
95'
0-15-0
57.69'
0-8-2
8-0
R=20'
PROPOSED STREET
NEW RETAINING WALL
180 L.F.
7FT HIGH
0' HIGH
RETAINING WALL
6' S/W
28'
ON
28'
6' CONCRETE S/W
6' CONC S/W
16' CONCRETE WALK
B
C

OPTION "B"



AVE.
50'
R=12'
70'
60'
95'
36'
100'
D.
ST.
234
0-12-0
2 0-12-0
0-15-0
0-8-0
0-8-2
STREET CLOSED
57.69'
45.9'
PROPOSED
RETAINING WALL REMAINS INTACT
RETAINING WALL
30'
5' S/W
28'
ON
26'
6' CONCRETE S/W
6' CONC S/W
16' CONCRETE WALK
B
C

NO ESTIMATE DONE → OPTION C

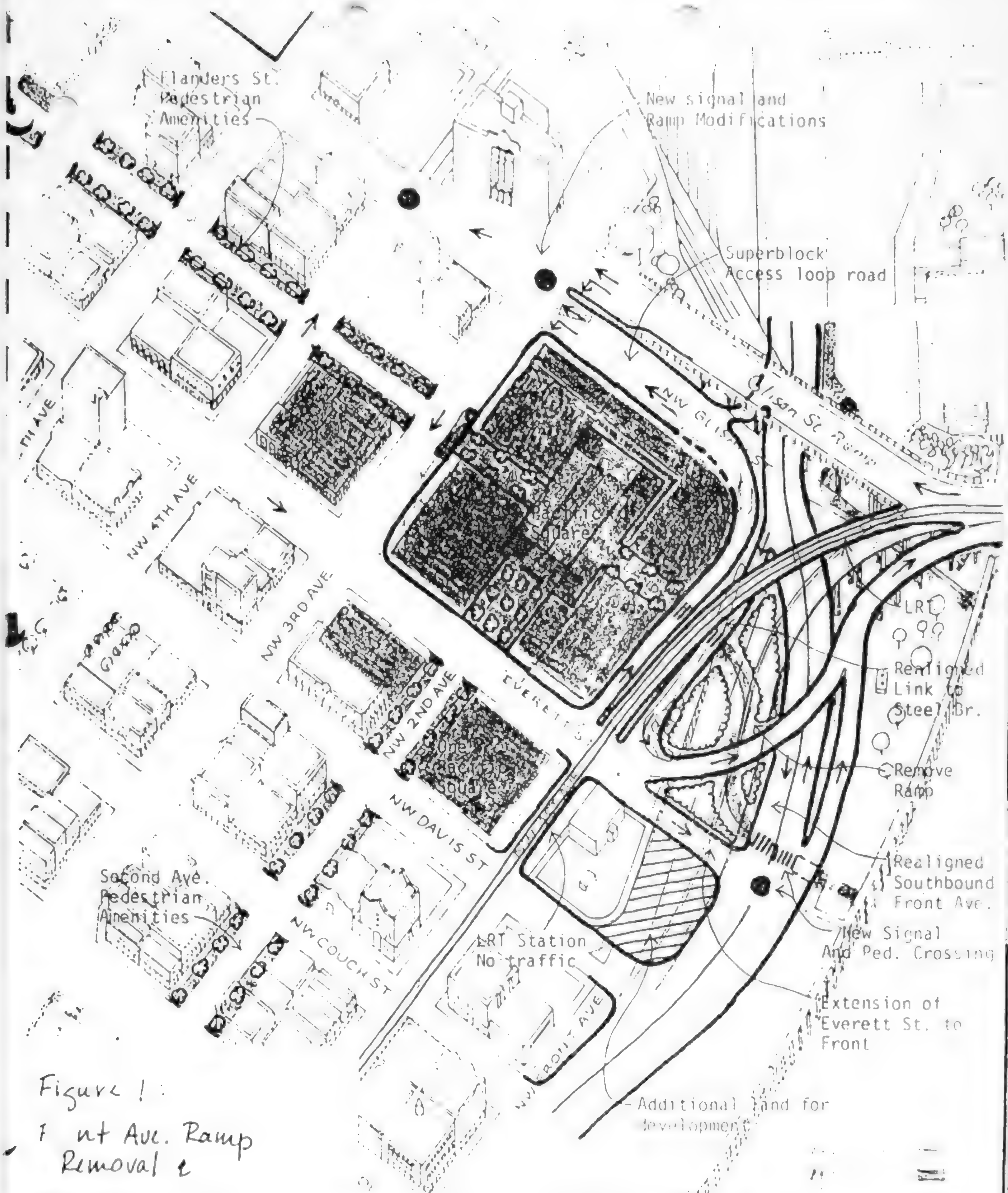

Flanders St.
Pedestrian
Amenities
New signal and
Ramp Modifications
Superblock
Access loop road
NW Glisan St
Glisan St Ramp
NW 4TH AVE
NW 3RD AVE
NW 2ND AVE
Pacific
Square
One
Pacific
Square
EVERETT ST
NW DAVIS ST
NW COUCH ST
LRT
Realigned
Link to
Steel Br.
Remove
Ramp
Realigned
Southbound
Front Ave.
New Signal
And Ped. Crossing
Extension of
Everett St. to
Front
Second Ave.
Pedestrian
Amenities
LRT Station
No traffic
NW FRONT AVE
Additional land for
development

Figure 1:
Front Ave. Ramp
Removal &
Everett St. Extension

Diagram of Potential
Transportation Improvements
Portland Bureau of Planning [illegible]
for Discussion only.

1985 S.E. Baseline St. at S.E. 10,135
8th Ave. Sec. of T.V. Hwy.
(Traffic Signals)

C+A 7873 11-28-84

August 5, 1986

CON 5 - #10,135

Fireman's Fund Insurance Company
121 S.W. Salmon Street
Suite 900
Portland, OR 97204

Attention: Fidelity & Surety Dept.

Contract No. 10,135 awarded to H & H Electric, Inc. for work on the S.E. Baseline Street at S.E. 8th Avenue (Hillsboro) Section of the Tualatin Valley Highway in Washington County was completed on April 30, 1986, and accepted by the State Highway Division on July 25, 1986.

Final payment in the amount of $500.00 will be released to the contractor after August 11, 1986. The total contract amount is $32,476.20 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: H & H Electric, Inc.
767 S.E. Glenwood Drive
Bend, OR 97701

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Rick Kuehn

10,135

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10135

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10135 , On Site Work Substantially Completed April 14, 1986

All Work Completed April 30, 1986

Project SE Baseline St. @ SE 8th Ave. (Hillsboro)

Highway Tualatin Valley

County Washington

Type of Work Traffic Signals

Contractor H & H Electric

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

8-5-86 - Surety letter written.

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,135

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) SE Baseline St. at SE 8th Avenue	WEEK ENDING May 3, 1986
	CONTRACT NO 10135
HIGHWAY Tualatin Valley	COUNTY Washington
	F.A. PROJECT NO State
CONTRACTOR H & H Electric	KIND OF WORK Traffic Signals
	DATE OF AWARD Sept. 25, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 41,781.03

ESTIMATED PROJECT COST $ 38,132.03

ESTIMATED PERCENT XXXXN/UNDERRUN -8.7%

ENGINEERING

AUTHORIZATION $ 3,649.00

COST THIS WEEK $ 1,000.00

TOTAL TO DATE $ 2,300.00

PERCENT OF AUTHORIZATION 63 %

FIRST NOTIFICATION DATE March 10, 1986

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND April 14, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE May 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	04/15/86	0	0	0	Yes
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	100	0	0

ACTIVITIES THIS WEEK:

Project Completed.

PROJECT VISITORS:

None

ACTIVITIES ANTICIPATED NEXT WEEK:

None

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Submitted semi-final 4-30-86 to region.
Third Notification submitted.
Last weekly report

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Donald L. Berg
Donald L. Berg

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

-4- 11/5

[illegible] 7-6-1
[illegible]

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: October 15, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 19, 1985

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened September 19, 1985 on the following projects:

1. Necanicum River Bridge Section
   Avenue "G" in Seaside
   Clatsop County
   Reinforced Concrete and Structural Steel Bridge Repair

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Clatskanie River Bridge
   Park Street, Clatskanie
   Columbia County
   Reinforced Concrete and Structural Steel Bridge Repair

   Sidewalks will be provided for pedestrian and bicycle traffic.

3. Lone Tree Bridge Section
   Catching Slough Road
   Coos County
   Reinforced Concrete and Structural Steel Bridges

   Four-foot shoulders will be provided for bicycle and pedestrian traffic.

4. Umpqua Myrtle State Wayside Rockfall Section
   Umpqua Highway
   Douglas County
   Earthwork and Drainage

   Same as No. 1.

81-125-1387

5. M.P. 57.00 - John Day/Burns Highway
FAS B379 (Izee Road-Brush Ranch Road)
Grant County
AC Paving and Oiling

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

6. N.W. Glisan St.-N.W. Couch (Portland)
Multnomah County
Reinforced Concrete and Structural Steel Bridges

Sidewalks and pedestrian signals will be provided for pedestrian and bicycle traffic.

7. S.E. Baseline Street @ S.E. 8th Avenue (Hillsboro)
Tualatin Valley Highway
Washington County
Traffic Signals

Pedestrian signals will be installed for pedestrian and bicycle traffic.

LWR:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

Tuality
Community
Hospital

WILLIAM E. WINTER
ADMINISTRATOR

335 S.E. 8TH AVENUE • P.O. BOX 309 • HILLSBORO, OREGON 97123 • (503) 681-1111

October 4, 1985

Richard L. Dorn, P.E.
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: Signal Eighth and Baseline

Dear Mr. Dorn:

I have enclosed a check for $41,800 as requested in your letter of September 24, 1985, for the construction of a traffic signal at S.E. Baseline Street and S.E. Eighth Avenue in Hillsboro, Oregon.

At the present time, the hospital has under construction improvement of a parking lot bounded by S.E. Baseline and S.E. Eighth Avenue adjoining the intersection. There will need to be some coordination at the signal corner on the electrical work as the handicapped ramp is part of both bids. I would appreciate being in touch with the contractor as soon as that agreement is finalized.

I expect that there will be some reconciliation of the amounts paid and the amounts expended at the finalization of this project. I look forward to hearing from you about start date and letting me know when our parking lot contractor can be in touch with H&H Electric concerning this installation.

Sincerely,

Flo Rhea

Flo Rhea
Assistant Administrator

FR:lo
Enclosure

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 7 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Received check for
$41,800.00
10-7-85 Cyndi Lennie

Contract bid and costs for traffic signal, SE 8th & Baseline

		145.10	41800.00

VENDOR NO.	VENDOR NAME	CHECK NO.	DATE	TOTAL
	Department of Transportation	48635	10-3-85	41,800.00

DATE
10-3-85

TUALITY COMMUNITY HOSPITAL
755 S.E. OAK STREET
HILLSBORO, OREGON 97123
648-3161

24-22/1230 054

HILLSBORO COMMERCIAL BRANCH
THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON
HILLSBORO, OREGON

CHECK NO.
48635

AMOUNT
****41,800.00****

The sum of 41800 dols 00 cts

PAY TO THE ORDER OF

Department of Transportation
Highway Division
Transprotation Building
Salem, Or 97310

TUALITY COMMUNITY HOSPITAL
GENERAL ACCOUNT

L.E. Johnson

⑈048635⑈ ⑆123000220⑆ 054 0005 782⑈

September 24, 1985

PRO

Flo Rhea
Assistant Administrator
Tuality Community Hospital
755 S.E. Oak Street
Hillsboro, OR 97123

Dear Ms. Rhea:

On September 19, 1985 we received a satisfactory bid from H & H Electric Inc., P.O. Box 6209, Bend, Oregon for the S.E. Baseline Street at S.E. 8th Avenue (Hillsboro) Section on the Tualatin Valley Highway.

The preliminary engineering and construction-finance Agreement No. 7873 requires the company to make an advance deposit in the amount of $41,800 at this time. This is 100% of the construction cost as agreed upon. Computation of costs are as follows:

Contractor's Bid		$33,995.00
Anticipated Additional Items:		
State Furnished PROM & PROGRAM	$ 700	
Signal Controller Testing	1,625	
EEO/Labor Compliance Monit.	180	2,505.00
SUBTOTAL		$36,500.00
Contingencies (4-1/2%)		1,642.50
Engineering (10%)		3,650.00
TOTAL CONSTRUCTION COST		$41,792.50
ROUNDED		$41,800.00

Please submit your $41,800, which should arrive no later than October 11, 1985 using one of the two options described in the attachment.

Very truly yours,

Richard L. Dorn, P.E.
Special Programs Coordinator
Program Section

RLD:me
Attachments
bcc: w/AD #85-112: Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #85-112 when deposit is received.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
FEB 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

In Reply Refer to
File No.:

PRO

Date: February 14, 1985

TO: Oregon Transportation Commission

H S Coulter

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Identification of Six Projects for funding in the Six-Year Program

On your agenda at the February 26 meeting will be a request to approve the identification of the following five projects for construction funding in the Six-Year Program.

SECTION: Farewell Bend POE Truck Inspection Facility
HIGHWAY: Old Oregon Trail
COUNTY: Malheur
PROGRAM YR: 1986 Construction
FUNDING: I-4R
Total Estimated Cost: $ 94,000

SECTION: Ashland Port of Entry - Truck Inspection Bay
HIGHWAY: Pacific
COUNTY: Jackson
PROGRAM YR: 1986 Construction
FUNDING: I-4R
Total Estimated Cost: $ 94,000

SECTION: NB I-5 Woodburn Truck Inspection Facility
HIGHWAY: Pacific
COUNTY: Marion
PROGRAM YR: 1986 Construction
FUNDING: I-4R
Total Estimated Cost: $ 64,000

DISCUSSION: These inspection bays will provide adequate facilities for truck inspection year round, particularly during hours of darkness and periods of inclement weather.

IMPACT: I-4R funds will be available for these projects.

SECTION: Starr Ridge - Cottonwood Creek
HIGHWAY: John Day - Burns Highway
COUNTY: Grant
PROGRAM YR: 1985 Construction
FUNDING: State
Total Estimated Cost: $ 400,000

DESCRIPTION: This project would provide grinding, and if necessary, the appropriate surfacing treatment to correct a very poor quality ride.

IMPACT: The impact will be moderate. There are State funds available.

SECTION: Tualatin Valley Highway (Baseline) at 8th Avenue
HIGHWAY: Tualatin Valley Highway
COUNTY: Washington
PROGRAM YR: 1985 Construction
FUNDING: By Others
Total Estimated Cost: $ 60,000

DISCUSSION: Expansion of Tuality Community Hospital has increased traffic volumes to meet warrants. The cost of the signal will be financed by Tuality Hospital.

IMPACT: No impact on the program.

There is also a need to perform preliminary engineering on the following project. It is requested that it be approved for the development portion of the program.

SECTION: Carmel Knoll Slide
HIGHWAY: Oregon Coast
COUNTY: Lincoln
PROGRAM YR: 1985 Development (Final Plans)
FUNDING: State
Total Estimated Construction Cost: $3,500,000

DISCUSSION: Unstable ground has led to continued slide movement in the area. There have been several accidents in recent years. Maintenance costs are high. The field survey would begin development of a permanent solution which could be added to the Six-Year Highway Improvement Program at its next update (July 1, 1986).

IMPACT: Funds are available. The impact at this time is minor.

cc: Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
D. O. Christensen
L. E. George
Cam Gilmour
R. C. Pool
V. E. Skoog
Region Engineers
George Bell

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

10193

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02847

SECTION: T.V. Highway (Baseline St.) @ S.E. 8th Ave.

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO.: see below

PREFIX: 334-8208

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4,000	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	500
905 FINAL DESIGN	1,000	1,000	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	1,500	1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200	200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	7,600	7,6,00	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES	200	200			
						TOTALS	$ 15,000	$15,000

RIGHT-OF-WAY PREFIX:

PREVIOUS AUTHORIZATION: $

FEDERAL AID PROJECT NUMBER:

ADD. AUTH. REQUIRED: $

LOCATION ENGINEER'S REMARKS

As per agreement 7873, Tuality Community Hospital shall deposit with the State an advance deposit in the amount of $15,000. This is intended to cover the estimated total cost of PE. PE prefix will be addressed by Order to Render Service.

RECEIVED
ROAD DESIGN SECTION

BPC
CA
2 PDE
LPE
GTE
3 Edwards
JRM
Return To
B/U / /

PREPARED BY

DATE

APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS
X

DATE

RECOMMENDED, REGION ENGINEER
X

DATE 1/24/85

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES
X

DATE

RECOMMENDED, LOCATION ENGINEER
X

DATE

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1914 (7-82)

PROJE PROSPECTUS
PART 1 — PROJECT REQUEST 10193

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02847

SECTION T.V. Highway (Baseline St.) @ S.E. 8th Ave.	REGION Metro Region

ATE HIGHWAY # 29	HIGHWAY NAME Tualatin Valley	MILE POST FROM 12.62 TO	LENGTH
☒ URBAN ☐ RURAL	CITY Hillsboro	COUNTY Washington	ROAD/STREET NAME Baseline @ 8th Avenue
ROUTE # 8	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 15	GRADING	(✓)		FILES	(#)	
RIGHT OF WAY		$ 0	PAVING	(✓)		ACRES	(#)	
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 35		SIGNALS	(✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	0
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	0
40% ENGINEERING & CONTINGENCIES	$ 10		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 45	WORK TYPE	(1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 60						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 ~~3~~/85	RECOMMENDED FUNDING SOURCE Tuality Comm. Hospital	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	3	3
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Traffic volumes warrant signalization of the intersection.

PROPOSED SOLUTION

Signalize intersection.

REQUESTED, REGION ENGINEER X	DATE 1/21/85			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

10193

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02847

SECTION T.V. Highway (Baseline St.) @ S.E. 8th Ave.

REGION Metro Region

PROJECT JUSTIFICATION

The expansion of the Tuality Community Hospital has increased traffic volumes to meet signal warrant #2, Interruption of Continuous Traffic. The cost of the signal is to be financed by Tuality Hospital.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

10193

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02847

SECTION T.V. Highway (Baseline St.) @ S.E. 8th Ave.

REGION Metro Region

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 0 NEW (#)	1

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N	N	N	N

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES

DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							14'	12'	14							
							14'	12'	14'							
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

ORDER TO RENDER SERVICE/MATERIALS
HIGHWAY DIVISION

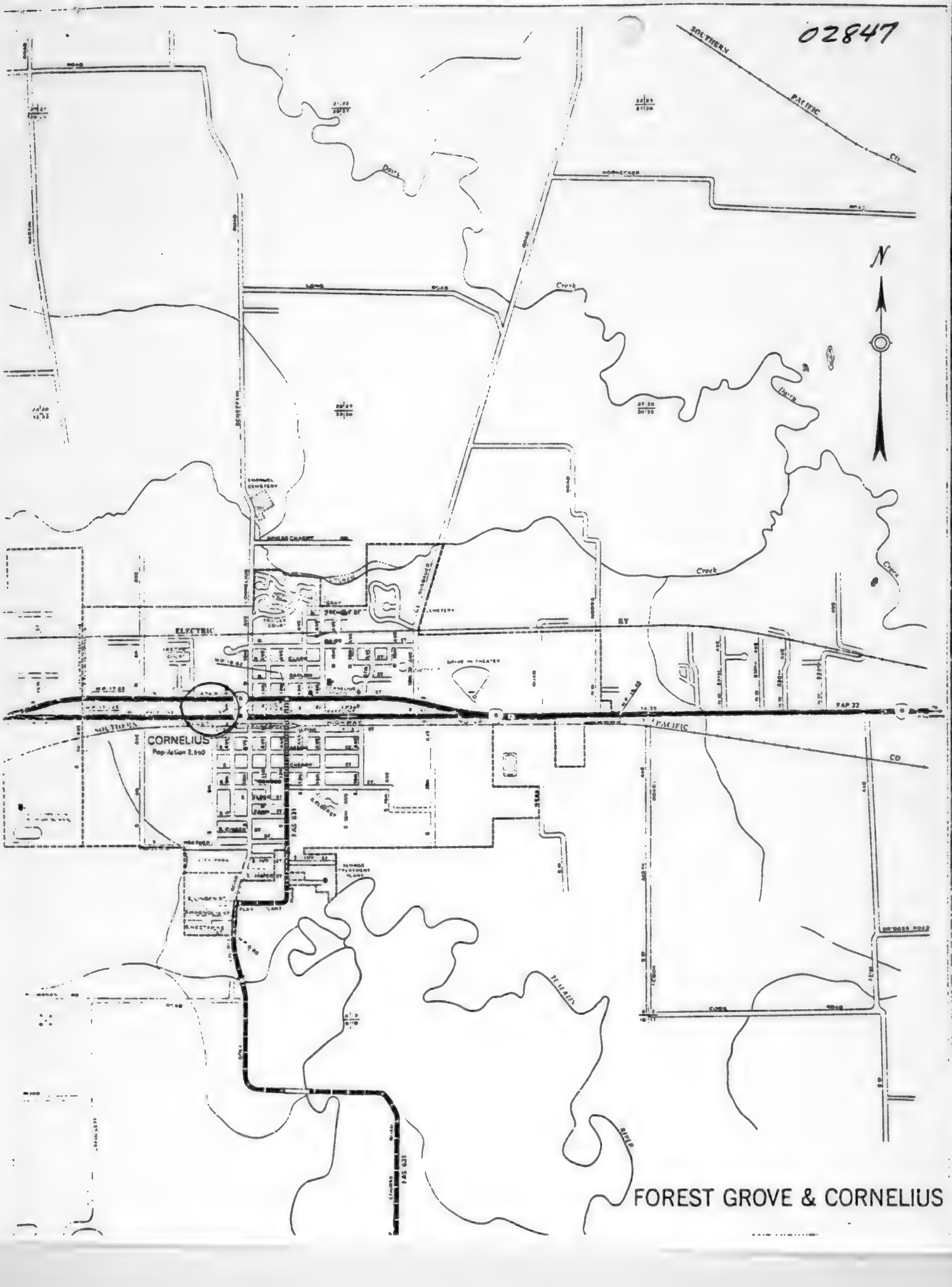
02847

REQUESTER NAME Tuality Community Hospital	DATE OF REQUEST	PREFIX NUMBER 334-8208	DATE PREPARED 1/15/85
E		ESTIMATED BEGIN DATE 1/15/85	ESTIMATED END DATE 4/1/85
ORGANIZATION Tuality Community Hospital		METHOD OF PAYMENT ☐ MONTHLY ☐ QUARTERLY ☐ ON COMPLETION ☒ OTHER: Advance Deposit	
STREET ADDRESS 335 S.E. 8th Ave. P.O. Box 309		AMOUNT OF ADVANCE DEPOSIT $ 15,000	DATE RECEIVED
CITY, STATE, ZIP CODE Hillsboro, OR 97123		ORDER PREPARED BY Wayne Schulte	ORGANIZATION OSHD Metro Region
REQUEST AUTHORITY ☐ LETTER ☐ ORAL ☒ AGREEMENT/PERMIT NO: 7873 ☐ OTHER:		SIGNATURE X Wayne Schulte	

LOCATION AND DESCRIPTION OF SERVICE/MATERIALS	UNIT COST	TOTAL ITEM COST
State to prepare intersection vicinity map and to perform PS&E work for proposed traffic signal installation. Hospital shall, upon execution of the project agreement, deposit with the State an advance deposit in the amount of $15,000, which is the estimated total cost of PE. COPY — FOR YOUR INFORMATION		
TOTAL ESTIMATE		$15,000

DO NOT WRITE IN THIS SPACE

02847


SOUTHERN
PACIFIC
CO
N
Dairy
Creek
Creek
ELECTRIC
RY
CORNELIUS
SOUTHERN
HIGHWAY
PACIFIC
CO
FAP 22
FAS 631
RIVER

FOREST GROVE & CORNELIUS

11/25

Tra 7-6-1
[illegible]

November 28, 1984

City of Hillsboro
City Hall
Hillsboro, OR 97123

AGR 4

Attention: Bernice Barinaga
City Recorder

Tuality Community Hospital
335 SE Eighth
Hillsboro, OR 97123

MISC. CONTRACTS and
AGREEMENTS No. 7875

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic control signal equipment on the Tualatin Valley Highway (Baseline Street) at S.E. 8th Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

> Agreement with City of Hillsboro and Tuality Community Hospital for installation of traffic control signal equipment at the intersection of the Tualatin Valley Highway (Baseline Street) and S.E. 8th Avenue. The project will be financed 100 percent with Hospital funds. The City will pay all energy costs and be responsible for maintaining the signal equipment.

Dated this 23 day of November, 1984

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
for STATE HIGHWAY ENGINEER
Date 11-16-84

10,135

10193

Tuality
Community
Hospital

WILLIAM E. WINTER
ADMINISTRATOR

August 27, 1984

DISTRICT 2-A
AUG 28 1984
☐ DE ☒ ADE ☐ COM ☐ SEC

William W. Geibel
Oregon State Highway Division
District Maintenance Supervisor
P.O. Box 565
Beaverton, Oregon 97075-0565

Dear Mr. Geibel:

Enclosed are the four contracts which were inadvertently mailed to you without signatures. They are now properly executed.

I would appreciate having a signed copy when these are finalized.

I look forward to working further with you on this project.

Sincerely,

Flo Rhea

Flo Rhea
Assistant Administrator

FR:lo

Enclosures

Signed agreements to "Bud" Leone 10/15/84 Wayne
Returned 11/1/84 -OK
Obtain Approval.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 15 1984
REFER TO Marges
R/D ___ ACT ✓ REPLY ___
DISC ___ INFO ___ FILE ___

From Metro Schultz
Date 10/12/84
To Cabine
[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment: This is an old agreement that was finally signed by the Hospital. Hillsboro apparently signed the agreement long ago but did not have a City Resolution which we have now included. What are your thoughts on who is responsible for maintenance costs. City will maintain but are they also responsible for that cost? Based on the old and new Traffic Control Project Policy's the State would foot bill for Maint. cost.

OREGON STATE HIGHWAY DIVISION

TO: Buz Swan . Mainor Holmes

SUBJECT: Signal Agreement - Hillsboro

FROM: Jon Rose

DATE: 4-19-83

Please prepare a draft agreement to cover installation and operation of a signal on Baseline St. at 8th Ave. in Hillsboro. Tuality Community Hospital will pay all costs of engineering and construction, the City will perform maintenance at its own expense and will pay for power consumption. State will perform all engineering and will be responsible for construction. State and City will cooperate in controlling timing for the entire interconnected system (including Baseline @ 8th) and must agree on any timing changes.

Construction should be completed by the fall of 1984.

Call if you have questions.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

Tuality Community Hospital
755 S.E. Oak St.
Hillsboro, OR. 97123

C & A # 7873

agreement draft to typist 5-4-83

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______ ✓
APR 20 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

CC: ______
______ (SIGNATURE)
______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

City Of Hillsboro

205 S.E. Second Ave. □ 648-0821 □ Hillsboro, Oregon 97123

April 11, 1983

Oregon Department of Transportation
Highway Division Region I
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Attn: Edward R. Hart, Metro Region Engineer

Re: New Signal Installation - S.E. 8th Avenue and S.E. Baseline Street (Tualatin Valley Highway)

Dear Ed,

You may be aware that Tuality Hospital in the City of Hillsboro is presently constructing major addionts to their facilities. Their existing facility lies between S.E. Baseline and Oak Streets and S.E. 7th and 8th Avenues. Due to the magnitude of the project and continual public pressure to have a signal installed on S.E. Baseline and Oak Streets at S.E. 8th Avenue, the City of Hillsboro requested the hospital to have a study performed to examine traffic impacts and signalization needs.

Tuality Hospital retained Carl Buttke to examine their needs and examine warrants for signals at the above noted locations. The results of this study concluded that upon completion of the hospital expansion in 1984, warrants will be met for a signal at S.E. Baseline and 8th and S.E. 8th and Oak Streets. It was Mr. Buttke's recommendation, however, that a two-phase signal be installed only at the intersection of S.E. 8th and Baseline Street and interconnected with the signals on Baseline. He further recommended that this signal be installed prior to the completion of the expansion of Tuality Hospital. He also recommended that the signal at S.E. 8th and Oak not be installed at the present time and traffic be monitored continually on S.E. 8th and Oak Streets to assure there are adequate gaps in traffic on S.E. Oak Street for traffic and pedestrians attempting to cross and enter onto Oak Street. I concur with these recommendations and request the State to initiate drafting of a contract agreement for the recommended signal installation.

Ron Failmezger has reviewed the report and attended a meeting between the hospital, their consultants and the City. Based on past agreements between the State and the City, I would recommend that a contract be drafted which make the State of Oregon responsible for the design and construction, Tuality Hospital responsible for capital expense of such installation and design, and the City be responsible for operation and maintenance.

All present felt that it was imperative that a signal which is installed with this contract be capable of being utilized in a new signal control system for both Baseline and Oak Street. If you have any concerns or need additional information on this signalization, please contact me.

Sincerely,

Bruce A. Warner, P.E.
City Engineer

BAW/jh
cc: Tuality Hospital
Carl Buttke
Ron Failmezger
file

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 7, 1983

FROM: RONALD W. FAILMEZGER
Traffic Operations Supervisor

SUBJECT: TUALITY HOSPITAL EXPANSION PLANS
City of Hillsboro

OM MAE [✓ SE] PPM CE
TOS [✓ TM]
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

I attended a meeting on April 7, 10:00 a.m. at the Tuality Hospital in the City of Hillsboro. This meeting was called to review a traffic impact report made by Carl Buttke, consultant, with regard to the Tuality Hospital expansion plans. In attendance were Flo Rhea, Assistant Administrator for Tuality Hospital; Carl Buttke, consultant; Bruce Warner, City Engineer along with three other people representing the project and the Hospital.

Carl Buttke summarized the traffic impact report which basically indicates with the Phase 1 expansion a traffic signal is needed and desirable at the intersection of 8th Avenue on Baseline Street. It is the Tuality Hospital's desire to proceed with a traffic signal at this location. The City of Hillsboro supports the project. Bruce Warner said he would take the leading role by forwarding to the Metro Region office a request to proceed with the project at this location.

At the meeting I made all parties aware of the past concerns at the intersection of 9th Avenue on Baseline, the possible future re-design of the Cornell Road connection, future revamping of traffic signals on Oak and Baseline and if the City had any concerns about signalizing 8th Street and how that fits in to their traffic pattern plans. The City was still supportive of the project.

A traffic signal installation can be supported at the intersection of Baseline and 8th Avenue based on existing and projected traffic warrants. It would need to be interconnected with the existing traffic signal system. The present system through town is maintained by and power paid by the City. It is suggested that the new traffic signal will be handled in the same manner. At such time as the signal system through Hillsboro is upgraded the State should then handle maintenance on the system. The cost of the 8th and Baseline signal is to be financed by the Tuality Hospital.

Bruce Warner is going to write the Highway Division requesting the project and an agreement to handle all of the concerns for the installation of a traffic signal.

cc: Edward L. Hardt ✓
Bill Geibel

81-123-1387

1985 Burnt Woods-Dudlee Hill 10,136
Sec. of Corvallis-Newport Hwy.
(Grading, paving & landscaping)

10,136

March 10, 1988

CON 5 - 10,136

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

On February 17, 1988, we wrote to you concerning release of final payment on Contract No. 10,136 awarded to Morse Bros., Inc. for work on the Burnt Woods-Dudlee Hill Section of the Corvallis-Newport Highway, Lincoln and Benton Counties.

Final payment on this contract is $36,554.92 and the total contract amount is $3,497,127.95 including $8,663.53 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,136

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10136

TO: Commission Services

DATE: February 1, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10136, On Site Work Substantially Completed August 3, 1987

All Work Completed September 30, 1987

Project Burnt Woods-Dudlee Hill

Highway Corvallis-Newport

County Lincoln and Benton

Type of Work Grading, Paving and Landscaping

Contractor Morse Bros.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-17-88 Surety ltr. sent.

RECEIVED
FEB -3 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10136

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 17, 1987

In Reply Refer to
File No.:
CON 5
10136

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce McWalton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-21-1(14)

Contract 10136, Work Completed August 3, 1987

Project Burnt Woods-Dudlee Hill

Highway Corvallis-Newport

County Lincoln and Benton

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 1, 1987

for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
W. G. Anhorn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
AUG 26 '87
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
AUG 17 1987
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PI JECTS

PROJECT NAME (SECTION) Burnt Woods-Dudlee Hill		WEEK ENDING AUG 7, 1987
		CONTRACT NO 10136
HIGHWAY Corvallis-Newport	COUNTY Lincoln & Benton	F A PROJECT NO F-21-1(14)
CONTRACTOR Morse Bros. Inc.	KIND OF WORK Grading and paving	DATE OF AWARD November 26, 1985

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 3,813,887.00	AUTHORIZATION	$ 350,000.00
		COST THIS WEEK	$ 0
ESTIMATED PROJECT COST	$ 3,813,887.00	TOTAL TO DATE	$ 353,000
ESTIMATED PERCENT OVERRUN/UNDERRUN	0 %	PERCENT OF AUTHORIZATION	101 %

FIRST NOTIFICATION DATE: January 6, 1986

ESTIMATED DATE OF COMPLETION, OR: July 31 1987

SECOND NOTIFICATION DATE AND: x

ESTIMATED SEMIFINAL SUBMITTAL DATE: July 27, 1987

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	10/31/87			88	YES

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	243,820 cy	75,000 t	20,000 t			
EST. CORRECTED QUANTITIES	234,880	77,478	23,281			
EST. PERFORMED TO DATE	234,880	77,478	23,281			
PERCENT PERFORMED TO DATE	100	100	100			

ACTIVITIES THIS WEEK:

Completed removal of temporary signs.
Installed one permanent sign.

PROJECT VISITORS:

x

ACTIVITIES ANTICIPATED NEXT WEEK:

Work completed

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

x

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

Alva D. Vohland

ALVA D. VOHLAND

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

10,136

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
7-68

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-7-[illegible]

State
Oregon

County
Lincoln & Benton

Project Number
F-21-1(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,592,379	$ 3,868,994
Federal funds	$ 3,166,681	$ 3,410,517
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8 TH day of [illegible], 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon July 1, 1987

Federal-Aid Project No. F-21-1(14)

Burnt Woods - Dudlee Hill Section
Corvallis-Newport Highway
Lincoln and Benton Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1756+00 to Sta. 1931+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment Foundation Excavation	Cu. Yd.	$ 2.75	600	$ 1,650.00	16,052	$ 44,143.00
Granular Embankment Material	Cu. Yd.	8.80	4,050	35,640.00	10,876	95,708.80
Aggregate Base	Ton	9.00	13,000	117,000.00	18,644	167,796.00
Class "C" Asphalt Concrete Mixture	Ton	23.45	20,000	469,000.00	23,281	545,946.00
Asphalt Cement in Mixture	Ton	180.20	1,200	216,240.00	1,457	262,551.40
				$839,530.00		$1,116,145.20

Increase	$ 276,615.20
Subtotal from Estimate of December 4, 1985	3,132,726.22
Subtotal	$3,409,341.42
Engineering	391,590.58
Total	$3,800,932.00

Length of Project ------------------- 3.314 mi.
Cost of Roadway Per Mile ------------ $1,146,931.80

RETAIN IN RESERVE

Permanent Signing	All Required	$ 2,000.00
Slide Correction	All Required	30,000.00
Right-of-Way Monumentation	All Required	25,000.00
Traffic Recorder Relocation	All Required	2,500.00
Irrigation Pipe Relocation	All Required	1,000.00
	Subtotal	$60,500.00
	Engineering	7,562.00
	Total	$68,062.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$3,800,932.00	$3,350,521.00	$450,411.00
Reserve	010	68,062.00	59,996.00	8,066.00
Total		$3,868,994.00	$3,410,517.00	$458,477.00

NON-PARTICIPATING WORK

Single Mailbox Supports	Each	12	90.00	$ 1,080.00
Multiple Mailbox Supports	Each	1	230.00	230.00
Mailbox Concrete Collars	Each	1	30.00	30.00
				$ 1,340.00

Group 010 = 0%; Group 011 = 100%
Contract No. 10,136
Prefix: C0021934 (P.E.)
C10136 (Const.)

RLC:me

10,131

TO BE COMPLETED BY FHWA 12 - 132	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 12 12 85	STATE STATE COPY Oregon COUNTY Lincoln & Benton PROJECT NO. F-21-1(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Burnt Woods - Dudlee Hill

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-27-85	3.314
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,592,379.00	$ 3,166,681.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon December 4, 1985

Federal-Aid Project No. F-21-1(14)

Burnt Woods-Dudlee Hill Section
Corvallis-Newport Highway
Lincoln and Benton Counties

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 1756+00 to Sta. 1931+00)

Furnishing Field Laboratory	Each	1	2,500.00	$ 2,500.00
Mobilization	Lump Sum	All	Lump Sum	160,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	15,000.00
Temporary Signs	Sq. Ft.	715	13.50	9,652.50
Temporary Barricades	Each	59	20.00	1,180.00
Temporary Guardrail, Type 2A Reflectorized	Lin. Ft.	375	2.00	750.00
Temporary Delineators	Each	40	10.00	400.00
Temporary Reflective Pavement Markers	Each	40	4.00	160.00
Flaggers	Hour	4,500	17.00	76,500.00
Pilot Car	Hour	400	25.00	10,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	150,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	17,500.00
Embankment Foundation Excavation	Cu. Yd.	600	2.75	1,650.00
Ditch Excavation	Cu. Yd.	3,220	3.90	12,558.00
Granular Embankment Material	Cu. Yd.	4,050	8.80	35,640.00
Toe Trench Excavation	Cu. Yd.	360	8.20	2,952.00
General Excavation	Cu. Yd.	243,820	2.55	621,741.00
Trench Excavation	Cu. Yd.	2,736	4.35	11,901.60
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	49,500.00
Watering	M-Gal.	770	15.70	12,089.00
Aggregate Base	Ton	13,000	9.00	117,000.00
Cement Treated Base Mixture	Ton	62,000	8.90	551,800.00
Portland Cement in CTB Mixture	Ton	3,100	63.30	196,230.00

Class "C" Asphalt Concrete Mixture	Ton	20,000	23.45	469,000.00
Asphalt Cement in Mixture	Ton	1,200	180.20	216,240.00
Asphalt in Tack Coat	Ton	13	245.00	3,185.00
12-inch Culvert Pipe	Lin. Ft.	958	10.00	9,580.00
18-inch Culvert Pipe	Lin. Ft.	762	13.00	9,906.00
24-inch Culvert Pipe	Lin. Ft.	328	21.00	6,888.00
30-inch Culvert Pipe	Lin. Ft.	576	23.00	13,248.00
36-inch Culvert Pipe	Lin. Ft.	120	30.50	3,660.00
42-inch Culvert Pipe	Lin. Ft.	324	33.00	10,692.00
60-inch Culvert Pipe	Lin. Ft.	168	61.00	10,248.00
66-inch Culvert Pipe	Lin. Ft.	154	89.00	13,706.00
84-inch Culvert Pipe	Lin. Ft.	272	112.00	30,464.00
Extra for Pipe Under Pavement	Lin. Ft.	214	12.00	2,568.00
Bedding Material	Cu. Yd.	853	15.00	12,795.00
6-inch Drain Pipe	Lin. Ft.	700	5.00	3,500.00
8-inch Drain Pipe	Lin. Ft.	2,500	7.00	17,500.00
Gravel in Drains	Cu. Yd.	323	20.00	6,460.00
Guardrail, Type 2A	Lin. Ft.	5,375	9.00	48,375.00
Guardrail Anchors, Type 1	Each	19	425.00	8,075.00
Rail End Pieces, Type C	Each	18	80.00	1,440.00
Type 1-5W Fence	Lin. Ft.	140	5.00	700.00
Extra for Asphalt Approaches	Each	60	230.00	13,800.00
Paved Culvert End Slopes	Sq. Ft.	1,323	10.00	13,230.00
Geotextile Fabric in Drains	Sq. Yd.	3,190	1.00	3,190.00
Geotextile Fabric in Stabilization	Sq. Yd.	14,000	0.80	11,200.00
Loose Riprap, Class 100	Cu. Yd.	845	18.00	15,210.00
Loose Riprap, Class 700	Cu. Yd.	680	19.50	13,260.00
Filter Blanket	Cu. Yd.	100	18.25	1,825.00
Delineators, Type 2	Each	110	20.00	2,200.00
Delineators, Type 3	Each	18	20.00	360.00
Delineators, Type 4	Each	35	12.00	420.00
Bi-Directional Yellow Type 1 Markers, Recessed	Each	440	12.00	5,280.00
Well Abandonment	Each	1	500.00	500.00
Seeding, Fertilizing, and Mulching	Acre	30	475.00	14,250.00
Furnishing and Planting Conifer Trees	Each	148	50.00	7,400.00
Furnishing and Planting Deciduous Trees	Each	60	50.00	3,000.00
Furnishing and Planting Shrubs	Each	200	15.00	3,000.00
Bark Mulch	Unit	23	175.00	4,025.00
				$ 3,067,084.10

Anticipated Items

Asphalt Bonus	All Required		$ 17,000.00
Permanent Pavement Striping	All Required		6,000.00
Temporary Pavement Striping	All Required		3,500.00
Remove Pavement Striping (Exist. & Temp.)	All Required		3,000.00
Temporary Erosion Control	All Required		20,000.00
EEO/Labor Compliance Monitoring (0.5%)	All Required		15,342.12
On the Job Trainees (0.80 x 100 hr.)	All Required		800.00
			$ 65,642.12
		Subtotal	$ 3,132,726.22
		Engineering	391,590.78
		Total	$ 3,524,317.00

Length of Roadway	3.314 mi.
Cost of Roadway Per Mile	$ 1,063,463.19

Retain in Reserve

Permanent Signing	All Required		$ 2,000.00
Slide Correction	All Required		30,000.00
Right-of-Way Monumentation	All Required		25,000.00
Traffic Recorder Relocation	All Required		2,500.00
Irrigation Pipe Relocation	All Required		1,000.00
		Subtotal	$ 60,500.00
		Engineering	7,562.00
		Total	$ 68,062.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 3,524,317.00	$ 3,106,685.00	$ 417,632.00
Reserve	68,062.00	59,996.00	8,066.00
Total	$ 3,592,379.00	$ 3,166,681.00	$ 425,698.00

Non-participating Work

Single Mailbox Supports	Each	12	90.00	$ 1,080.00
Multiple Mailbox Supports	Each	1	230.00	230.00
Mailbox Concrete Collars	Each	1	30.00	30.00
				$ 1,340.00

Group 010: 0%; Group 011: 100%
Contract No. 10136
Prefix: C0021934 (P.E.)
C10136 (Const.)
Appn Code 010

DRH/CPL:bkb

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 19, 1987
IN REPLY REFER TO
HB-OR
X-REF/950.2

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-21-1(14)
Burnt Woods - Dudlee Hill
EEO Follow-up of Morse Bros.

Mr. John Widmer's May 19 letter transmitted the results of an EEO compliance follow-up review of Morse Bros. He has determined that the contractor was adequately carrying out the provisions of the voluntary corrective action plan. We concur and are restoring Federal participation in the project.

Our concurrance is primarily based on Morse Bros. setting up procedures for recruiting women and minorities for project positions. We fully expect those procedures to be used on other Federal-aid projects, such as the Noti-Venita that you will be reviewing this summer. We also recognize that the work to complete this project was of very short duration and had few hiring opportunities. A female operator was hired to help rectify the deficiency in the operator craft; the minority and female teamster goals were met.

This review will still not count toward your FY 1987 goal of 15 reviews.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (R. Catalani, Const)
Region (HCR-010)

RECEIVED
STATE HWY ENGR
JUN 24 '87
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

STATE OF OREGON

ROAD DESIGN SECTION 378-6271

INTEROFFICE MEMO

TO: W. G. Anhorn
Region 2 Engineer, SALEM

DATE: June 2, 1987

FROM: George F. Strawn
Right of Way Descriptions Supervisor

SUBJECT: Burnt Woods-Dudlee Hill Section
Corvallis-Newport Highway
Lincoln and Benton Counties

We are forwarding herewith a reproducible copy of a map (Drawing No. 9B-23-21) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section or Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

The Field Notes are filed as Field Book No. 2823 at the Oregon Department of Transportation Building, Room 222, Salem, OR. 97310.

By: Scott Liesinger

Scott Liesinger
Sr. Designer-Drafter

Sl:rlr
Attachment

cc: Pete Fidler

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-1(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton and Lincoln

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40259

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 29'87
REFER TO
FOR

7. DATE AUTHORIZATION EFFECTIVE May 12, 1987

8. FEDERAL ROUTE NUMBER FAP 21

9. STATE ROUTE NUMBER 20

10. GENERAL LOCATION:

Burnt Woods - Dudlee Hill Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 4/30/87 we approve the Program Change to extend the easterly end of the project 600 feet in an easterly direction to Station 1937+00 with no increase in total cost.

Also as requested you are authorized to proceed with the work required under the project extension.

14. DATE 5/18/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 30, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program (Project Data) Change
Item No. 50101
Project No. F-21-1(14)
Burnt Woods - Dudlee Hills Section
Corvallis-Newport Highway
Benton & Lincoln Counties

I request your approval of a program change on the subject project to extend the easterly end of the project 600-feet in an easterly direction to Station 1937+00 as indicated on the enclosed copy of Price Agreement No. 19. This change will involve a revision in project length to read 3.434 miles.

The change has been previously discussed with Glenn Hossner and Area Engineer Dave Carter and will not require an increase in total cost or federal funds for the extension.

I further request authorization to proceed with the work required under the project extension.

DDB:me
Attachment
cc: W. Anhorn (Region 2)
P. Patterson
General Files

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
CON 5
10136

DATE: March 18, 1987

TO: Oregon Transportation Commission

/s/ Larry Rulien

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Burnt Woods-Dudlee Hill Section
Corvallis-Newport Highway
Lincoln and Benton Counties
Contract No. 10136

This federal aid grading and paving project is approximately 85 percent finished, with completion anticipated in October of this year. It now appears that the final cost will exceed the project authorization by $220,000 or 6 percent.

Five major embankment foundation areas were encountered where it was necessary to replace unstable materials with granular embankment material at an increase of cost to the project of more than $90,000.

Unseasonal early rains in the Fall of 1986 found open excavations at the easterly end of the project and required placement of additional quantity of base rock to carry traffic through the area. The same condition affected some sixty or more approaches and road connections throughout the project. Base rock quantities are expected to overrun by approximately 6,700 tons, adding $60,000 to the project cost.

There are 10 major staging areas on the project. Within these areas is existing pavement with traffic crossing the new alignment. These areas are quite difficult to construct under traffic and staging. It will be necessary to place additional quantities of paving materials for pre-leveling and to obtain design superelevations prior to placement of the final lift of pavement. This is expected to add approximately $100,000 to the cost of the project.

3/23
Original Project Authorization returned to Bruce Walton

Form 734-3122 (1-87)

Construction engineering charges are expected to overrun because of the cost to plan, lay out, inspect, and properly document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $220,000 to a new total of $3,813,887. This matter will be on the consent calendar for the March 20 meeting.

bc: Robert N. Bothman
W. E. Schwartz
C. O. Fredrickson
Dick Hacek
Gary Potter
George Bell
Fran Neavoll
Bill Anhorn

(Construction) kkr

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10136

NOTED
V. E. SCHWARTZ

O.K. - WES

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 16, 1987

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Burnt Woods-Dudlee Hill Section
Corvallis-Newport Highway, Lincoln & Benton Counties
Contract No. 10136

This federal-aid grading and paving project is approximately 85 percent finished with completion anticipated in October of this year. It now appears that the final cost will exceed the project authorization by $220,000 or six percent.

Five major areas were encountered which consisted of native materials unsuitable to bear the weight of embankments designed to be built upon them. It was necessary to remove the unstable material and to replace it with granular embankment material at an increase of cost to the project of more than $90,000.

Unseasonal early rains in the fall of 1986 found open excavations at the easterly end of the project and required placement of additional quantity of base rock to carry traffic through the area. The same condition affected some sixty or more approaches and road connections throughout the project. Base rock quantities are expected to overrun by approximately 6,700 tons, adding $60,000 to the project cost.

There are ten major staging areas on the project. Within these areas is existing pavement with traffic crossing the new alignment. These areas are quite difficult to construct under traffic and staging. It will be necessary to place additional quantities of paving materials for preleveling and to obtain design super-elevations prior to placement of the final lift of pavement. This is expected to add approximately $100,000 to the cost of the project.

Construction engineering charges are expected to overrun because of the cost to plan, lay out, inspect and properly document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $220,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk
Attach.

cc: W. G. Anhorn A. D. Vohland B. M. Walton Don Trout

OK

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project BURNT WOODS--DUDLEE HILL SECTION Date 1-23-87

Highway CORVALLIS/NEWPORT Contract No. 10136

County LINCOLN/BENTON Kind of Work GRADING & PAVING Contractor MORSE BROS., INC.

	Authorized	Estimated
Contract Amount	$3,068,424.10	$3,273,972.44
Anticipated Items	126,142.12	120,407.00
Contingency (4½%)	143,755.48	69,507.56
Engineering	255,565.30	350,000.00
Credits	0.00	0.00
PROJECT COST	3,593,887.00	3,813,887.00

NET INCREASE $220,000 OR 6 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

dicate whether contract (C), anticipated (A), or unanticipated (U). st all unanticipated items)	Expected Amount	Net Change
B.I. 13 EMBANKMENT FOUNDATION EXCAVATION (C)	$ 39,638.00	$ 37,988.00 (+)
B.I. 15 GRANULAR EMBANKMENT (C)	87,776.00	52,136.00 (+)
B.I. 21 AGGREGATE BASE (C)	177,000.00	60,000.00 (+)
B.I. 24 CLASS "C" ASPHALT CONCRETE MIXTURE (C)	533,123.00	64,123.00 (+)
B.I. 25 ASPHALT CEMENT IN MIXTURE (C)	254,000.00	37,760.00 (+)

Principal reasons for overruns (Continue on reverse side): SEE REVERSE

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Alva D. Vohland ALVA D. VOHLAND Resident Engineer

Noted by O. B. Jackmond for Construction or Bridge Engineer

Confirmed by Kenneth E. Hudson Regional Engineer

Noted by Deputy or State Highway Engineer

SP*68727-734

CONTRACT AMOUNT: ESTIMATED $205,550.00 OVERRUN.

BID ITEM 13 EMBANKMENT FOUNDATION EXCAVATION:
600 CU.YDS. ESTIMATED QUANTITY TO COMPLETE PROJECT.
14,400 CU.YDS. ACTUALLY EXCAVATED.

THERE WERE FIVE MAJOR AREAS WHICH CONTAINED MATERIALS UNSUITABLE FOR ROADBED CONSTRUCTION. THE MATERIALS WERE HIGHLY SATURATED EVEN THROUGH AUGUST CONSTRUCTION.

BID ITEM 14 GRANULAR EMBANKMENT MATERIAL:
4050 CU.YDS. ESTIMATED, 9975 ACTUALLY USED.
THIS MATERIAL REPLACED THE EXCAVATED EMB. FOUNDATION AREAS OF B.I. 13.

BID ITEM 21 AGGREGATE BASE:
13,000 TON ESTIMATED, 19,700 ACTUALLY REQUIRED.
NO APPARENT REASON FOR OVERRUN.

BID ITEM 24 CLASS "C" ASPHALT CONCRETE MIXTURE:
20,000 TONS ESTIMATED, 22,734 TONS REQUIRED.

THERE WERE 10 MAJOR STAGING AREAS ON THE PROJECT. WITHIN THESE AREAS WERE EXISTING PAVEMENT WITH TRAFFIC CROSSING THE NEW ALIGNMENT. THESE AREAS WERE QUITE DIFFICULT TO CONSTRUCT UNDER TRAFFIC AND STAGING. IT WILL BE NECESSART TO PRE-LEVEL TO OBTAIN DESIGN SUPER ELEVATIONS, PRIOR TO WEARING COARSE PAVING.

BID ITEM 25 ASPHALT CEMENT IN MIX:
1200 TON ESTIMATED, 1400 TON REQUIRED.
THIS IS DIRECTLY RELATED TO BID ITEM 24.

ENGINEERING: ESTIMATED $95,000.00 OVERRUN.

THE PROJECT COMPLETION TIME WAS ESTIMATED OVER TWO CONSTRUCTION SEASONS.

THE CONTRACTOR ACCELLERATED HIS ACTIVITIES AND COMPLETED THE ENTIRE PROJECT, WITH THE EXCEPTION OF WEARING COURSE PAVING, IN ONE SEASON. THIS ENTAILED WORKING LONG SHIFTS, 10-12 HOUR SHIFTS WERE COMMON ALL SEASON. THIS CREATED MANY HOURS OF OVERTIME FOR THE ENGINEERING CREW AND PROJECT INSPECTORS.

10,136

STATE OF OREGON INTEROFFICE MEMO

C10136

TO: Ken Husby
Region 2 Const. Engr., Salem

DATE: March 5, 1987

FROM: For Alva D. Vohland
Project Manager, Corvallis

SUBJECT: Burnt Woods-Dudlee Hill
Section Corvallis-Newport Highway
Contract 10136
Overrun of Project Authorization

Ken

Item 21 Aggregate Base

NOTED
E SCHWAR

Contract Quantity 13,000 Tons

Total placed to date 15,205 Tons

Anticipated quantity for completed project 19,700 Tons

Reasons:

Extra Aggregate Base used on 60+ or - approaches and road connections due to early fall rains, used on stage construction-cross overs during construction, and used at east end of project where excavation was caught in early fall rains and had to be kept open to traffic.

CC:file

cc: DS Schwartz
This appears to be a logical reason, but we didn't anticipate it to overrun 6700 tons.
Ken Husby
3-5-87

RECEIVED
STATE HWY ENGR
MAR 6 '87
REFER TO
B Jackmond
FOR

Info	Immed	R/D	D/R	Sign	Act	Std
✓					✓	

3-9-87
Please take appropriate action
Jo.

15-1387

file

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

February 6, 1987

IN REPLY REFER TO

HPR-OR/X-Ref/950.1

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

EEO Contract Compliance Review of Morse Bros.
F-21-1(14) Burnt Woods - Dudlee Hill

The EEO contract compliance review of Morse Bros., Inc. conducted on November 24, 1986 is not being concurred in by FHWA. Enclosed is a copy of a February 2 memorandum from our Regional office outlining the reasons. As pointed out in the memorandum, the continued pattern of poor performance by the contractor and the lack of demonstrated good faith effort warrant stronger action.

In accordance with our January 14 letter on the contract compliance program, we have concluded that this review and enforcement action are inadequate. Federal participation in further progress payments for this project are withheld until OSHD takes the necessary corrective steps to bring the contractor into compliance. Upon receipt of that information we will restore payments.

Sincerely yours,

Dale E. Wilken
Dale E. Wilken
Division Administrator

Ecnlosure:
W. Harris 2/2/87 Memo
cc:
OSHD (C. Fredrickson, Const) w/encl
OSHD (Gary Potter, Prgm Mgmt)
Region 10 (HCR-010)
Region 10 (HRA-010.1)
Divsion Office (HAM-OR)

Pat - note the signature (your sense of the Fed position appears wrong)
B

RECEIVED
STATE HWY ENGR

FEB 9'87

REFER TO
Schwartz

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Room 312 Mohawk Building
708 S. W. Third Avenue
Portland, Oregon 97204

Subject: Rejection of Morse Bros.
Contract Compliance Review

Date: February 2, 1987

From: M. Eldon Green
Regional Administrator

Reply to Attn. of: HCR-010.1

To: Mr. Dale E. Wilken
Division Administrator (HDA-OR)
Salem, Oregon

We recently received an ODOT conducted contract compliance review report on Morse Bros. Based upon our review of this document we are rejecting the contract compliance review report for the following reasons:

1. Quality of Review

   a. Information included in the review does not support a determination of incompliance because the contractor had several hiring opportunities in deficient crafts with no supportable evidence of exhibiting good faith efforts.

   b. The contractor was deficient in female equipment operators. He hired six equipment operators, including one trainee. The trainee position was filled by a white male.

   c. The contractor hired nine teamsters with no minorities, and one female who only worked 873 (2.7%) hours out of a total of 31,615 hours.

   d. The report indicates that peak employment would occur in August with approximately 20 employees. Information included on the SF-257 shows that August's employment totaled 137. No explanation was given for this large discrepancy.

   e. The reviewer listed several major deficiencies under Item #19, the VCAP addresses the deficiencies, however, the corrective actions appear to be more "paper oriented" rather than "result oriented". This contractor has received several ODOT contracts, and should be well "educated" on actions needed to comply with Federal-aid EEO requirements.

   f. Six minorities are shown on the August SF-257, and four of them are Indian (two are hispanic). American Indians barely comprise 1% of the Oregon population, and the Civilian Labor Force (CLF) is substantially less. Did the reviewer verify these employees were really American Indians, or did the reviewer ask the contractor how he identified these employees as American Indians?

RECEIVED
FEB 3- 1987
OREGON DIVISION

2. Past Performance

a. It appears that Morse Bros. seems to be developing a pattern of not complying with EEO requirements. For example, in March 1980, OFCCP cited Morse Bros. for underutilization of females in the operating engineers crafts.

In April 1981, ODOT reviewed Morse Bros., and the contractor's primary deficiency was females in the operating engineers crafts. We concurred in the review and forwarded it to Headquarters.

Morse Bros. was reviewed by ODOT again in September 1981. At that time it had 11 equipment operators with no females. In addition, training was provided in this craft to a nonminority male. The Regional Office again concurred in the review.

In 1983, training was provided to a nonminority male in the equipment operators craft. We did not concur in that review. The recently submitted review of Morse Bros. indicates that training was again provided to a nonminority male in the equipment operators craft.

While contractors are not held in noncompliance solely for not achieving a goal, they should at least put forth efforts and document that they tried to exhibit affirmative action in every craft. Reviewers should obtain some documentation on each contractor's efforts in meeting its EEO contractual requirements.

L. N. MacDonald
Deputy Regional Administrator

10,136

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
JAN 13 '87
REFER TO
FOR

In Reply Refer to
File No.
CON 5
10136

January 12, 1987

Morse Brothers, Inc.
32260 Highway 34
Tangent, OR 97389

Attention: Brad Dennis

RE: Burnt Woods-Dudlee Hill Section
FAP No. F-21-1(14)
Contract No. 10,136
EEO/MBE Contract Compliance

Morse Brothers, Inc. is found to be in compliance as the result of your submitting a Voluntary Corrective Action Plan (VCAP) committing your firm not only to correcting the deficiencies cited on this project but also toward compliance with all items in the contract Affirmative Action Special Provisions and with your own company affirmative action plan.

Documentation of the efforts outlined in the VCAP is essential.

Please submit a monthly narrative report, including a copy of the Monthly Employment Utilization Report (CC257), by the 10th of each month for the previous month. This report should address the steps taken and the progress made toward each specific commitment in the VCAP. A follow-up review will be conducted in 90 days or when greater activity on the project resumes in the spring.

I am pleased that Bob Reinhard and Judy Gray joined you for the preliminary review of the VCAP on December 18.

Please call me in Salem at 378-6314 if you have any questions or if I may be of assistance.

Lorraine Ellis
Lorraine Ellis
EEO, MBE and Labor Compliance Officer

LE:kjm

cc: Dale E. Wilken, FHWA
Larry Rulien ✓
W. E. Schwartz
C. O. Fredrickson
William Anhorn
Al Vohland
J. L. Widmer

12246k

734-2023 (2-85)

jc cc: OSH[illegible]ien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Lincoln and Benton	DIVISION Oregon

IN COMPANY WITH
Al Vohland, Project Manager; OSHD

DATE OF INSPECTION 10-7-86	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-21-1(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 45 %	WORK COMPLETED 65 %

RECEIVED
STATE HWY ENGR
OCT 10 '86
REFER TO Fredrickson
FOR
Inf. Inv. R/D D/R Sign Act File

NOTED
E. SCHWART

cy
10/14

BURNT WOODS - DUDLEE HILL SECTION
CORVALLIS - NEWPORT HIGHWAY
Grading and Paving

WORK COMPLETED

Grading	92 % Complete
Base	65 % Complete
Paving	30 % Complete

WORK IN PROGRESS

A subcontractor was finish-grading on the slopes at both ends of the project and was working in the cut Station 1845 to Station 1855.

The prime contractor was paving near the west end of the project.

COMMENTS

With suitable weather it is hoped that traffic can be routed into the new alignment throughout the project except possibly the large cut area Station 1845 to Station 1855. The base lift of the AC pavement will provide the wearing surface thru the winter. Paving of the final wearing surface is not scheduled until next summer.

The Kasner property south approach, located in the vicinity of Station 1794 has had to be relocated as the planned approach was too steep for the intended use. The relocation of the approach also included the moving of a railroad flatcar bridge from the old approach area to the new location. The revised approach will increase the cost of the access to this property by approximately $8,000. This change will be documented by an appropriate change order.

The seeding and mulching is now scheduled to begin on October 15, 1986.

Mr. Vohland indicated that the contractor has a bonus of approximately 2 percent on the paving done to date.

The construction signing and striping was reviewed and was found to be satisfactory. A fatality occurred Sunday October 5, on the project in the vicinity of Station 1855. At this location traffic is being routed from the new alignment to the existing road. The transition signing and striping is clearly marked and meets or exceeds the traffic control devices shown on the plans. Information regarding the cause of death of the motorist was not available at the time of this inspection although there is some indication that a health problem may have been contributory to the accident.

- DBC -

jc cc - OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
AUG 19 '86
REFER TO Fredrickson
FOR
info | Invest | R/D

cy 520

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Lincoln and Benton	DIVISION Oregon

IN COMPANY WITH
George Machan and Al Vohland

DATE OF INSPECTION 8-13-86	INSPECTION MADE BY W. H. Kappus, Area Engineer	PROJECT NO. F-21-1(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 40 %	WORK COMPLETED 40 %

BURNT WOODS - DUDLEE HILL
CORVALLIS/NEWPORT HWY
Grading, Drainage & Paving

NOTED
W. E. SCHWARTZ

Scope of Inspection:

This inspection included a review of culvert pipe installation, embankment construction and traffic control.

Work Complete and In Progress:

Embankment construction is approximately 75% complete. Most of the culverts have been installed. Embankment construction was underway at Station 1878. A subexcavation operation was underway at Station 1915.

Comments:

The project is progressing very well. All earthwork should be completed this season. The natural moisture level of the embankment material coming out of the "big cut" at Station 1850 is approximately 30%. The optimum compaction moisture, based on ± 20 moisture/density curves developed for this material, varies between 18% to 20%.

With approximately 3 miles of roadway grade to build with this material, the contractor has been able to spread the material in thin lifts, obtain the necessary drying and compaction without sacrificing production. Approximately 50% of the material from the cut is a nondurable sedimentary rock (siltstone/sandstone) which does not require blasting and breaks down quite readily during the ripping, hauling and compacting operation. The compaction is being accomplished with sheep-foot rollers and a grid roller (and the hauling).

Form **FHWA-1446A**
(Rev. 2-84)

Settlement plates located in the embankment at Station 1876 - 1880 showed a settlement of only 0.4" which is less than was anticipated. While the embankment is almost to grade, more material will be placed and monitoring will continue.

George Machan, from the Geotechnical branch, was on the project reviewing the earthwork. He expressed satisfaction with the results and had no recommendations for improvement. The project manager expressed some concern about the future stability of the sedimentary rock area of the cut slope as the rock degrades from exposure. George did not feel that it would be a problem, recommended seeding and mulching this fall (as per plan) and reviewing the slope condition next spring.

Traffic control signing and flagging was adequate, according to plan and was functioning well.

- WHK -

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-1(14)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lincoln and Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40259

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
FEB 11 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE December 30, 1985
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Primary 20

10. GENERAL LOCATION:
Burnt Woods - Dudlee Hill section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way Monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12-30-85 as requested in Mr. Fredrickson's letter of 1-24-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $25,000;
Federal Funds $22,037.

14. DATE 2/7/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 3

DATE: January 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Contractor "Good Faith Efforts" Documentation

In response to your correspondence of November 12 and 29, 1985:

Our Construction Engineer and the EEO, MBE and Labor Compliance staff met with John Price and Robert Hathaway on December 20, 1985. We agree with your findings following discussion and review of Oregon projects IR-5-5(96)283 and FAP-21-1(14).

I am submitting for your review and approval recommended changes within our Special Provisions that better define "Good Faith Efforts". The Oregon State Highway Division's analysis of those efforts will be more thoroughly documented in determinations as to the adequacy of contractors' efforts. Also attached for your approval is the Oregon State Highway Division's procedure to determine "Good Faith Efforts".

LR:TJ:mk

Attach.
cc: Fred D. Miller
W. E. Schwartz
C. O. Fredrickson
Thomas Jones, Jr.
Jack Sollis
Vicki Nakashima

SPECIAL PROVISIONS
REVISION

8. Affirmative Action - In addition to signing the DBE/MBE/WBE participation commitment statement contained in the proposal, the bidder who has not achieved the assigned goal on this project shall document "Good Faith" Efforts taken to obtain DBE/MBE/WBE participation, such as all of the following actions:

(A) The bidder attended any pre-solicitation or prebid meetings that were scheduled by the contracting agency to inform minority and women business enterprises of contracting and subcontracting or material supply opportunities available on the project;

(B) The bidder identified and selected specific economically feasible units of the project to be performed by minority and women business enterprises in order to increase the likelihood of participation by such enterprises;

(C) The bidder advertised in general circulation, trade association, minority and trade oriented, women-focus publications, if any, concerning the subcontracting or material supply opportunities;

(D) The bidder provided written notice to a reasonable number of specific minority and women business enterprises provided or maintained by the Department of Transportation, soliciting bids for the selected subcontracting or material supply work, in sufficient time to allow the enterprises to participate effectively;

(E) The bidder followed up initial solicitations of interest by contacting the enterprises to determine with certainty whether the enterprises were interested;

(F) The bidder provided interested minority and women business enterprises with adequate information about the plans, specifications and requirements for the selected subcontracting or material supply work;

(G) The bidder negotiated in good faith with the enterprises, and did not without justifiable reason reject as unsatisfactory bids prepared by any minority and women business enterprises, including at a minimum:

(1) The name, address or telephone number of each DBE/MBE/WBE and the date of contact.

(2) A description of the information provided regarding the plans and specifications for the portions of the work to be performed;

(3) A statement of why additional agreements were not reached.

(H) Where applicable, the bidder advised and made efforts to assist interested minority and women business enterprises in obtaining bonding, lines of credit or insurance required by the contracting agency or contractor;

(I) The bidder's efforts to obtain minority and women business enterprise participation were reasonably expected to produce a level of participation sufficient to meet the goals or requirement of the public contracting agency.

PROCEDURE TO DETERMINE GOOD FAITH EFFORTS IN MEETING ASSIGNED GOALS FOR DBE/MBE/WBE PARTICIPATION

The supplemental required contract provisions Disadvantaged Business Enterprise (DBE), Minority Business Enterprise (MBE) and Woman Business Enterprise (WBE) are part of the specifications for all Oregon Highway Construction projects. The Oregon Department of Transportation establishes this procedure to provide a process by which an evaluation and analysis will be made to determine a bidder's Good Faith Efforts. The Department's review will determine if the contractor's efforts to comply results in award and/or non-award of a contract.

Should the low bidder not meet the assigned DBE/MBE/WBE contract goals, the Department shall:

Make an appointment with the low bidder to review Good Faith efforts made to achieve goals prior to the determination of low bid, if the firm's documentation is not complete.

Project No. ______________________________

Bid amount ______________________________

DBE amount ______________________________
(dollars) (percentage)

Assigned goals ______________________________
(DBE) (WBE)

A. The bidder attended any presolicitation or prebid meetings that were scheduled by the contracting agency to inform minority and women business enterprises of contracting and subcontracting or material supply opportunities available on the project.

Dates: ______________________________

Verification of bidder attendance: ______________________________

____

Analysis: ______________________________

____

B. The bidder identified and selected specific economically feasible units of the project to be performed by minority and women business enterprises in order to increase the likelihood of participation by such enterprises.

Dollar amount of items: ______________________________

Analysis: ______________________________

____

C. The bidder advertised in general circulation, trade association, minority and trade oriented, women-focus publications, if any, concerning the subcontracting or material supply opportunities.

Publication, specific ad, date, and verification: ______________

____

____

____

Analysis: ______________________________

____

D. The bidder provided written notice to a reasonable number of specific minority and women business enterprises, identified from a list of certified minority and women business enterprises provided or maintained by the Department of Transportation, soliciting bids for the selected subcontracting or material supply work, in sufficient time to allow the enterprises to participate effectively.

Number of DBE's contacted: ______________________

Number of WBE's contacted: ______________________

Were these firms capable of doing the work designated? __________

Date of notices: ______________________

Verification: ______________________

____

Analysis: ______________________________

____

E. The bidder followed up initial solicitations of interest by contacting the enterprises to determine with certainty whether the enterprises were interested.

Number of follow-up contacts: ____________________

What specific firms: ____________________

____

Dates: ____________________

Results: ____________________

Verification: ____________________

____

Analysis: ____________________

____

F. The bidder provided interested minority and women business enterprises with adequate information about the plans, specifications and requirements for the selected subcontracting or material supply work.

Information provided: ____________________

DBE/MBE/WBE receiving information: ____________________

____

Dates: ____________________

Verification: ____________________

____

Analysis: ____________________

____

G. The bidder negotiated in good faith with the enterprises, and did not without justifiable reason reject as unsatisfactory bids prepared by any minority and women business enterprises.

Verification: ____________________

____

Analysis: ____________________

____

H. Where applicable, the bidder advised and made efforts to assist interested minority and women business enterprises in obtaining bonding, lines of credit or insurance required by the contracting agency or contractor.

DBE/MBE/WBE

Verification: ______________________________

____

Analysis: ______________________________

I. The bidder's efforts to obtain minority and women business enterprise participation were reasonably expected to produce a level of participation sufficient to meet the goals or requirement of the public contracting agency.

Organizations ______________________________

Specific request to bidder: ______________________________

____

Dates: ______________________________

Verification: ______________________________

____

Analysis: ______________________________

____

Other Good Faith Efforts

Identify: ______________________________

____

____

Verification: ______________________________

____

Analysis: ____

____

TJ:sc

12171s

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-F-150(15)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Benton and Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. RF-70

6. TO

1-21-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 10, 1985
8. FEDERAL ROUTE NUMBER Primary 22
9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
Burnt Woods - Dudley Hill Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter dated 1-14-86 this will confirm the advance approval date of 6-10-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the aerial power lines on an actual cost basis estimated to be $107.626 - F. F. $84,153.

The Agreement with Consumer Power, Inc. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | [illegible] | Act | File

Orig. to 1/23

14. DATE 1/21/86
15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossna
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 14, 1986

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR

JAN 15 '86

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. [illegible]

FROM: for Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Consumers Power, Inc.
Burnt Woods-Dudley Hill Section
Corvallis-Newport Highway
Benton County
Project No. RF-F-150(15)

Here are copies of estimates of cost to adjust Consumers Power Inc. (CPI) aerial power line facilities dated December 27, 1985 and a sketch showing their proposed relocation.

A certification prepared by Jerry J. Miller as to CPI's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. CPI was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service distribution and facilities.

Form 734-3122

There is a betterment derived from the proposed adjustment of CPI's facilities and has been provided for in the attached estimates. CPI has prepared an estimate of cost for $107,625.41 for replacement in kind and a second estimate of cost for $216,852.45 for the power line facilities to actually be installed. The estimates are being used to develop a precentage, $107,625.41/$216,852.45 or 49.63%, to be applied to the final relocation cost.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 10, 1985 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $107,626.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Jerry J. Miller

December 13, 1985

CON 5 - 10,136

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,136 for work on the Burnt Woods-Dudlee Hill Section of the Corvallis-Newport Highway in Lincoln and Benton Counties.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Alva Vohland
Merle Anderson

MORSE BROS.
Highway Construction Group

November 11, 1985

Mr. John Widmer
Office of Commission Services
Room 121, State Transportation Building
Salem, OR 97310

Subject: Burnt Woods-Dudlee Hill Section
Corvallis-Newport Highway

-Minority Business Enterprise
-Supplemental Required Contract Provisions

In accordance with contract provisions, with respect to DBE/WBE utilization on the above referenced project, Morse Bros. proposes to sub-contract the following:

A) DBE assigned goal set at 10%

Yurok Contractors	Ben Campbell
90629 Georgetown Rd.	935-7342
Junction City, OR 97448	Bond: Quote + 1%
	Solicited: yes

Bid Item	Quantity	Unit Price	Extension
2	All	L.S.	$ 1,000.00
12	All	L.S.	700.00
41	5375 LF	9.00	48,375.00
42	19 Ea.	425.00	8,075.00
43	18 Ea.	80.00	1,440.00
Bond to be paid from Bid Item # 2			595.90
		Total Subcontract:	$60,185.90
		Total DBE Subcontracts:	$60,185.90

$$\text{DBE Percentage} = \frac{60{,}185.90}{\$3{,}068{,}424.10} = 1.96\%$$

Morse Bros. intended DBE subcontracts 1.96%

B) WBE assigned goal set at 2%

Tri V Pilot Car	Shirley VanDenBerg
35243 Lillian Drive	929-6334
Philomath, OR 97370	Bond: no
	Solicited: yes

Tangent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

Bid Item	Quantity	Unit Price	Extension
10	400 hrs.	25.00	$10,000.00

Total Subcontract: $10,000.00

A & G Landscaping Inc.
35886 Willama Vista
Pleasant Hill, OR 97455

Arloa Washburn
747-9371
Bond: Quote + 2%
Solicited: no
(Normally we do)
(oversight)

Bid Item	Quantity	Unit Price	Extension
60	30 Acres	495.00	$14,850.00
61	148 Ea.	40.00	5,920.00
62	60 Ea.	40.00	2,400.00
63	200 Ea.	5.75	1,150.00
64	23 Units	160.00	3,680.00
			$28,000.00

Total Subcontract: $28,000.00

Total WBE Subcontracts: $38,000.00

$$\text{WBE percentage} = \frac{\$38,000.00}{\$3,068,424.10} = 1.24\%$$

Morse Bros. intended WBE subcontracts: 1.24%

In accordance with Section 5 of the contract Provisions, Morse Bros. has available for your review the following documentation of the soliciation process:

1. Advertising in a Minority Focus & Owned Publication.
2. Advertising in a General Circulation Publication.
3. Written notificaztion to DBE's and WBE's.
    a) Requesting Quotations.
    b) Project information and bid items of interest.
    c) Sent by Certified Mail.
4. Contact by telephone to those DBE's and WBE's that were sent written notification.
    a) Asked if they received written notification.
    b) Asked if they had any questions regarding subject project.

c) Contact attempts recorded by time, date and person contacted.

5. Telephone and written contact with N.E. Business Center.

Morse Bros., Inc. has faithfully solicited for all minority classications in order to subcontract work on a low bid policy and to comply with MBE policy of the Oregon Department of Transportation.

If you have any questions regarding this matter, we are available for a metting at your request. Contact myself of Brad Dennis, our EEO Officer, at this office, 928-6491.

Sincerely,

MORSE BROS., INC.

Stan Barton

Stan Barton
Chief Estimator
Highway Construction Group

cc: Brad Dennis, MBI EEO Officer
Robert R. Reinhard, MBI Construction Manager
Central File

kvk

RECEIVED
NOV 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6314

FILE: CON 5

TO: Larry Rulien
State Highway Engineer

DATE: November 14, 1985

FROM: J. L. Widmer
J. L. Widmer
EEO, MBE & Labor Compliance Officer

SUBJECT: Burnt Woods - Dudlee Hill Section
Contract No. 10,136
Review of Morse Bros., Inc.
Efforts to Meet DBE and WBE
Assigned Contract Goals

On November 13, 1985, Lorraine Ellis and I met with Morse Bros., Inc. at their Tangent office. We examined the efforts made prior to the bid opening to meet the project goals of 10% for DBEs and 2% for WBEs. Representing Morse Bros., Inc. were Bob Reinhard, Kathleen Vankoten, and Stan Barton.

Documented efforts were made to subcontract the following listed items to DBE and/or WBE firms:

Description	Bid Items
Temporary Protection & Direction of Traffic	3 thru 8
Flagging & Pilot Car	9 & 10
Clearing & Grubbing	11
Excavation	13 thru 17, 19
Pipe Work	18, 27-40
Guardrail & Delineators	41-43, 52-55
Fence	44
Concrete Work	46
Riprap	49-51
Mailbox	57 thru 59
Landscaping	60 thru 64

Twenty-five DBE firms and fourteen WBE firms were requested to submit quotes. The N.E. Business Center, a minority contractors association in Portland, was asked to encourage certified firms to provide quotes. In addition, ads were placed in the Portland Business Today and The Portland Observer requesting sub-bids.

Bid items 2, 12, 41, 42, and 43 have been committed to DBE firms for a dollar amount of $60,185.90 or 1.96%. Bid items 10, 60, 61, 62, 63, and 64 have been committed to WBE firms for a dollar amount of $38,000 or 1.24%. All other DBE or WBE firms submitted unacceptable quotes or did not bid.

Larry Rulien
Con. #10,136
Page 2

The contractor, in my view, has demonstrated satisfactory good faith efforts to meet the assigned goals, allowing the award of this contract to Morse Bros., Inc.

Copies of documented efforts are on file.

JLW/sc

11142s

APPROVED

STATE HIGHWAY ENGINEER

Date 11/15/85

Orig to [illegible]
cy Widmer
Potter
Files
11/15

RECEIVED
NOV 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: December 13, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Amendment to November 7, 1985 Bid Letting

This is an additional informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 7, 1985 on the following projects:

1. Burnt Woods-Dudlee Hill Section
   Corvallis-Newport Highway
   Benton and Lincoln Counties
   Grading, Paving and Landscaping
   Postponed from October 24, 1985

   Roadway shoulders adequately accommodate bicycles.

2. N.W. Front Ave.-N.W. Yeon Ave. Connection
   26th Avenue (Portland)
   Multnomah County
   Grading, Paving, Structure, Signing,
   Illumination and Signals
   Postponed from October 24, 1985

   Sidewalks, ramps and pedestrian signals will be provided for bicycle and pedestrian traffic.

3. Tunnel #1, Audubon Society Building Section
   N.W. Cornell Road
   Multnomah County
   Grading, Paving and Structures
   Postponed from October 24, 1985

   Bicycle and pedestrian facilities are incorporated in the project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

November 29, 1985
IN REPLY REFER TO
HPR-OR/X-Ref 971.1

Potter - who determines "good faith effort"
R

RECEIVED
STATE HWY ENGR
DEC 2 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

WES
CM
ESH

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Larry: currently the Construction Section performs the audits and makes the determination on good faith effort. Gl

Done 12/3 [illegible]

Dear Mr. Rulien:

Oregon Project FAP-21-1(14)
Burnt Hills - Dudlee Hill
Corvallis - Newport Highway

As part of our review for concurrence in award of this project, we have analyzed the "good faith efforts" documentation provided by the low bidder (Morse Bros.) and the Highway Division. The Morse Bros. committed to achieving 1.96% DBE participation and 1.24% WBE which is significantly below the OSHD goals of 10 and 2 respectively.

Based on our review, the need still exists for improved contractor and/or OSHD documentation to more clearly show in writing the "good faith efforts" taken by contractors who fail to meet the DBE/WBE goals. We feel the special provisions should be refined to better define "good faith efforts" and OSHD's analysis of those efforts should be more thoroughly documented. We again offer our assistance in revising the special provisions and OSHD's evaluation procedure.

We are concurring in award of this project and are returning that concurrence through standard procedures.

RECEIVED
STATE HWY ENGR
DEC 9 '85
REFER TO
FOR

Sincerely yours,

Hathaway

Dale E. Wilken
Division Administrator

cc:
OSHD (T. Jones, Const)
OSHD (G. Potter, Prgm Mgmt)
Region 10 (Willie Harris, HCR-010)

R

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
DEC 06 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Benton County Development Department

180 N.W. 5th Street Corvallis, Oregon 97330 (503) 757-6819

November 6, 1985

Brian Gregor
Oregon Dept. of Transportation
Highway Division, Region 2
2960 State Street
Salem, OR 97310

NOTED
E. S. HUNTER

RE: Burnt Woods-Dudlee Hill Project
Reply to October 29, 1985 letter

Dear Brian:

Benton County will not require a comprehensive plan amendment for the state highway relocation known as the Burnt Woods-Dudlee Hill project. As I said in our conversation this morning, please send notification of such projects directly to this department for local review purposes in the future.

Thank you for your cooperation.

Sincerely,

Dave Spencer

Dave Spencer
Director

cc: File PC-85-15

cc ✓ES Hunter
Call Gilmour

RECEIVED
STAT HWY ENGR
NOV 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

P5241/11

/jc

[illegible]
[illegible] Newport

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-21-1(14)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Benton &
Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40259

6. TO

10-8-8

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
September 27, 1985

8. FEDERAL ROUTE NUMBER
FAP 21

9. STATE ROUTE NUMBER
20

10. GENERAL LOCATION:
Burnt Woods - Dudlee Hill Section

11. GENERAL DESCRIPTION OF WORK
Grade, Drain, HT Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 9-27-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $3.429,639; Federal Funds $3,023,226.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE
10/8/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

October 4, 1985
IN REPLY REFER TO
HFO.2-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-21-1(14)
Burnt Woods - Dudley Hill Section
Corvallis/Newport Highway
Right of Way Clearance

RECEIVED
STATE HWY ENGR
OCT 8 '85
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy WES

In a September 30, 1985 letter, Mr. Gary Potter requested a public interest finding concerning the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions, immediate occupancy and use at the advertising date). He further states the one file involved will be in the State's physical possession on November 15, 1985, the area is shown on the contract plans, and addressed in subsection 108.13 in the Special Provisions.

The area involves a distance of 0.24 miles, which leaves 3.07 miles available for the contractor's work.

This should not result in a delay to the contractor or extra cost to the project, therefore, we concur it is in the public's interest to proceed with advertising this project.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)

jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-F-150(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton and Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO RF-70

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 10, 1985

8. FEDERAL ROUTE NUMBER Primary 22

9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
Burnt Woods - Dudley Hill Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 9-24-85 this will confirm the advance approval date of 6-10-85 adding "Utility Adjustments" to the character of proposed work on the subject project.

RECEIVED
STATE HWY ENGR
SEP 30 '85
REFER TO Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Orig. ~~to~~
9/30

14. DATE 9/26/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 24, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. RF-F-150(15)
Burnt Woods - Dudley Hill Section
Corvallis-Newport Highway
Benton & Lincoln Counties

I request confirmation of previous verbal approval as of June 10, 1985 in a program change adding "Utility Adjustments" to the character of proposed work on the subject project.

Authorization to proceed with utility adjustments will be requested under separate action.

CPL:me
cc: J. Cartwright
J. Peterson
General Files

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: 6-7-85

2-1934

FROM: Jerry Miller
Region 2 Utility Specialist

SUBJECT: Burnt Woods - Dudley Hill
Corvallis-Newport Hwy.
Benton & Lincoln Counties

I have just received plans for the subject project which is scheduled for October 24, 1985.

Consumers Power and Pioneer Telephone have extensive relocations on this project.

Consumers Power needs to clear some areas and set their new poles. They plan to begin this work in August and be completely moved before October 1st. They anticipate about one week of clearing and about two months of pole and line relocation. It is not in our best interest for them to wait until the right-of-way is cleared before they begin their work; therefore, the clearing that they do inside our right-of-way will be reimbursible. A State Force Order will be written by me.

Pioneer Telephone desires to leave their buried line alone until the area is cleared by the contractor. They then plan to bury their new line on the south side just inside the right-of-way. The telephone re-alignment will take approximately two weeks. This should be written in the Special Provisions, so the contractor will know about this when he bids the job.

JM:jn

cc: William Anhorn
Rick Sjolander
Doug Luth
Jack Cartwright
✓Duane Christensen
T. W. Litchfield

RECEIVED
ROAD DESIGN SECTION

RDE
1 FDE RK
LE
2 SE
LTC
PDE
LFE
GTE
BPC
FDS
CA
Con. A.
Return To
B/U / /

SPECS WILL TAA AND HAVE A COPY OF THIS MEMO.

REFERRED TO
Mann Cuno Henry
[✓ Dayton] Erikson Gettis
Baker Anderson
King Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Forward to T. Litchfield

81-125-1387

Corr 21-4
Corvallis -
Newport

June 5, 1985

Benton County Board of Commissioners
Courthouse
Corvallis, OR 97330

LOC 7

Attention: Daniel G. Burk
County Clerk

Lincoln County Board of Commissioners
PO Box 947
Newport, OR 97365

Attention: Gloria McEwen
County Clerk

Gentlemen or Ladies:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 444," adopted by the Transportation Commission on May 21, 1985, covering the Burnt Woods-Dudlee Hill Section of the Corvallis-Newport Highway in Lincoln and Benton Counties.

Also attached is a survey approval map.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Don Harwell (resolution attached)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
MAY 21 1985
1A

In Reply Refer to
File No.:

PRO

DATE: April 10, 1985

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval
Burnt Woods-Dudlee Hill Section
Corvallis-Newport Highway
Lincoln and Benton Counties
Map No. 1R-4-858

The survey on this project has now been completed. The project is on the state primary system and is listed in the current Six Year Highway Improvement Program for State Fiscal Year 1985 using Federal-Aid Primary funds.

In order that the record be clear as to the official location of this facility, we request your approval of the attached survey approval map. The work has been accomplished consistent with the governing regulations.

This matter will be on the Consent Calendar for the May 21 meeting.

Attachment

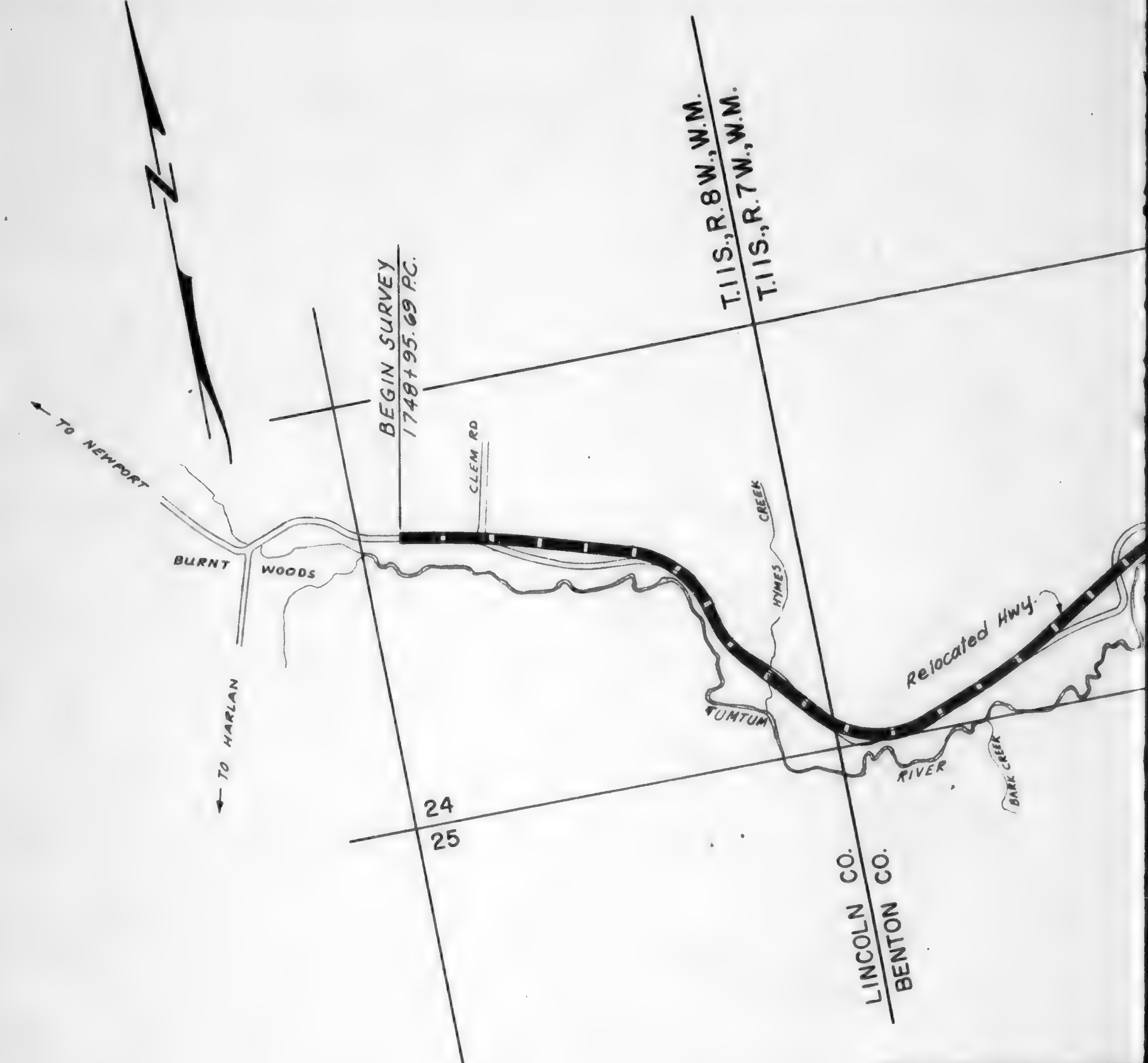
cc Fred Miller
R. W. Gormsen
Gary A. Potter
D. O. Christensen
J. B. Boyd
W. G. Anhorn

Blodgett

4-1

5/21 [illegible]

Form 734-3122


N
TO NEWPORT
BURNT WOODS
TO HARLAN
BEGIN SURVEY
1748+95.69 P.C.
CLEM RD
T.11S., R.8W., W.M.
T.11S., R.7W., W.M.
HYMES CREEK
Relocated Hwy.
TUMTUM
RIVER
BARK CREEK
24
25
LINCOLN CO.
BENTON CO.

PUBLIC HEARING ....D

THROUGHWAY RESOLUTIO

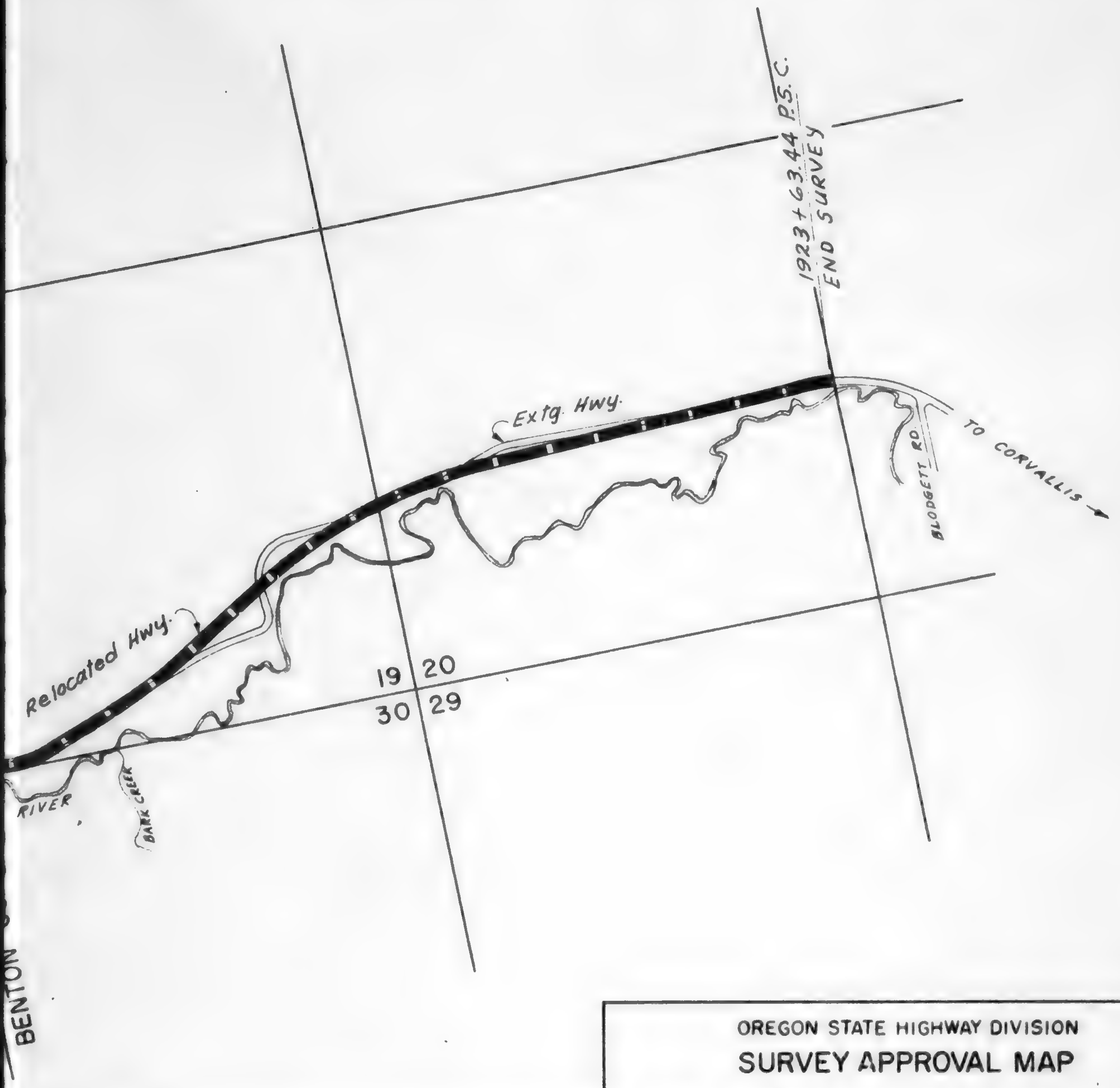
ACCESS CONTROL ....

APPROVED: 3-28

E.J. Lun

Asst. State Hwy. Eng

DRG. NO. 1R-4-858


1923+63.44 P.S.C.
END SURVEY
Extg. Hwy.
Relocated Hwy.
19 20
30 29
RIVER
BARK CREEK
BLODGETT RD.
TO CORVALLIS
BENTON

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

BURNT WOODS - DUDLEE HILL SEC.
CORVALLIS - NEWPORT HWY.
LINCOLN & BENTON COUNTIES

PUBLIC HEARING Dec. 16, 1980
THROUGHWAY RESOLUTION ADOPTED NA
ACCESS CONTROL LIMITED

APPROVED: 3-28, 1985

Ed Hunter
Asst. State Hwy. Engr., Tech. Services Branch

SCALE : 1" = 1600'±	DATE : April, 1985
For Details See Drg. No.	9B-23-21

[illegible]

February 21, 1985

Robert C. Buswell, Sr.
SRS Box 305
South Beach, Oregon 97366

MAI

In your February 1 letter, pavement surfacing problems on our state highways in Lincoln County were mentioned. We are aware that a lot of resurfacing and other work needs to be done on our state highways in Lincoln County.

The current Six-Year Highway Improvement Program includes over $8,000,000 for construction on highways in Lincoln County. In addition, a pavement preservation type of surfacing (asphalt overlay) is scheduled for the Pioneer Mountain Section, on the Corvallis-Newport Highway (US20) this summer. The Burnt Woods-Dudley Hill Section is also on the schedule for reconstruction in Benton County.

Some of our highway surfacing is beyond the point where an overlay is cost effective and in these cases our maintenance forces try to hold the surfacing together by intermittent patching, which admittedly, is in some sections, a band-aid type approach until reconstruction can be scheduled. Intermittent patching was done last summer on the Oregon Coast Highway from the Yaquina Bay Bridge to Beaver Creek and in several sections of US20 between Newport and Burnt Woods.

I realize that the areas you mentioned specifically do not have construction improvements on our Six-Year Program and your input in updating our plan would be encouraged. A brochure is included to explain the Six-Year Program planning process. Our District Maintenance Supervisor, John Grassman, will be contacting you in the near future to discuss your comments in more detail. He is responsible for the maintenance on state highways in the Corvallis District which includes Lincoln County and should be advised of any state highway maintenance-type problems in your area.

H. S. Coulter
State Highway Engineer

Enclosure

DH:jms sl

bc Robert N. Bothman	R. P. Hamilton
E. S. Hunter	W. G. Anhorn
W. E. Schwartz	John Grassman

REGION 2 OFFICE
RECEIVED
FEB 1[illegible] 1985
RLO..... RQS.....
RE ...... RCE...... RME...... ROM......
RTS ...... RLS...... RPC...... RFS......
RUS...... RG ...... RSR ....

RECEIVED
STATE HWY ENGR
FEB 5 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

SRS Box 305
South Beach, Oregon 97366

February 1, 1985

Anhorn
R/D

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310.

Gentlemen:

I would just as soon the Department didn't treat this as another crank letter, because it is not. I have given this a lot of thought and have been waiting for several years for some improvement in the State Highways in Lincoln County. A long, long time. And there is none. Why are the highways under state jurisdiction allowed to deteriorate the way they are? I am surprised that some of the highway officials who travel through, or the Governor, or some of our Senators and Representatives haven't had something to say about the shape of the roads in Lincoln County. I would rather not hear that it is because of lack of funds. More on that later.

They highways in Lincoln County, under the State Highway system, are a disgrace. You can travel south, and as soon as you enter Lane County, the road is a lot better. Go north into Tillamook, and a little east into Polk counties,and the highway gets better. Go east toward Benton County and it gets better.

We have been dodging chuck holes now for several years between Waldport and Newport, and especially between Lost creek and the Yaquina Bay bridge. (South Beach area) The chuck holes on highway 20, around Eddyville, Burnt Woods and east are a real disgrace, let along a very dangerous situation. I pity the people with small mini cars and the little wheels and tires. The holes are enough to shake a load off a log truck.

Now as to cost. All of our taxes keep going up, including gasoline tax that was to fix the highways. We haven't seen a highway truck doing any repairs for quite a while. The only trucks of late are on the Yaquina Bay bridge. We haven't see a repair crew out for some time in the areas that really need it. And while we're on the subject of patching roads, if some of them can't patch roads any better than they do, they should remove themselves fromthe crew. Some of the patches are rougher than the holes. We're pretty sure there issome money for keeping the highways up because of the work being done in the Valley, Portland area, central and eastern Oregon. Pretty nice highways over there.

I believe that if less money was spent on advertising for more tourists on the coast to come, and put it on the roadways in Lincoln Couty, the tourists would probably come back of their own accord. I hear a lot of criticism from the tourists on the highways here.

I also would not want to hear you say that the poor roads are due to bad weather. The whole month of January and a lot of last fall was perfect for doing necessary road maintenance.

Now, there is one thing I would like to commend the Highway Department on, and that is the use of the reflector buttons, orange on the center line and white on the white marked area. That is a really big help to motorists at night and especially during wet weather, when it is hard to see the traffic lane lines. That is something that should really be kept up. I have heard a whole lot of good comments on that. Also, the crews seem to get going and do a good job on the sanding in areas that are slick and frosty.

Thank you for listening.

Sincerely,
R.C. Buswell Sr
Robert C. Buswell Sr

CC to Governor Atiyeh
CC to Senator Brenneman
CC to Representative Max Rijken

RECEIVED
FEB 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Benton Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 00415

SECTION Burnt Woods - Dudley Hill

REGION 2

Hwy. #33 **SURVEY AUTHORITY**

AUTHORIZATION NO. 7

PREFIX 2-1934

DATE 2/8/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 120,000	915 AUDITS	$	$ 30	933 SURFACE DESIGN	$	$ 2,000
902 CITIZEN'S INVOLVEMENT		3,500	916 PHOTO-GRAMMETRY		3,500	934 GEOLOGY		1,000
903 LOCAL GOVERNMENT			918 LOCATION		36,500	935 SOILS		100
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		48,500	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		2,500
906 BRIDGE DESIGN		2,000	921 SPECIFICATIONS		6,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		1,000	922 ADMIN. SERVICES		200	939 Archeological		2,500
909 RIGHT-OF-WAY DESCRIPTION		10,500	923 ENVIRONMENTAL SECTION		144,000	950 TRAINING		5,000
910 REGION GEOLOGIST		47,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,700	925 AIR MONITORING			960 PERSONAL LEAVE		200
912 LANDSCAPE		20	926 FOUNDATION		3,200	980 PUBLIC HEARING		15,000
913 RIGHT-OF-WAY LIAISON		10,400	927 FREE BRIDGE DESIGN			917 Inventory Needs		4,500
914 REGION UTILITY LIAISON		1,500	932 RAILROAD & UTILITIES		150	961 Administrative Leave		400

TOTALS	$	$473,900
PREVIOUS AUTHORIZATION		$374,400
ADD. AUTH. REQUIRED		$ 99,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER RF-F-150(15)

LOCATION ENGINEER'S REMARKS

This survey authority reflects FHWA approvals, (1240's dated 10/7/83 and 8/8/84), for a P.E. total of $473,900.

RECEIVED

ROAD DESIGN SECTION

1 RDE
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4 FPO VRM
2 PDE Debine 3 Edwards
LFE
QTE

BPC
FDS
CAD
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Return To
B/U / /

Bring Up

PREPARED BY Kit Leshk Cost & Records	DATE 2/8/85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/13/85
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4/3/85
RECOMMENDED, LOCATION ENGINEER X	DATE 2-12-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1/26/76, 1/5/81, 4/22/82, 10/7/83 & 8/8/84	

734-1914 (7-82)

CON 21-7
Corvallis-
Newport

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

November 29, 1984
IN REPLY REFER TO

HRW-OR

RECEIVED STATE HWY ENGR						
NOV 30 '84						
REFER TO Hunter						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
					X	

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project F-21-1(7)
Burnt Woods-Dundee Hill Section
File 53889 (Last Resort Housing)
Ref: Lou Schwab's Letter dtd 11-21-84

We concur with Mr. Schwab's financial means analysis of the individual to be displaced from the subject property. Also, we concur that a D.S.S. one-bedroom, multi-family housing unit may be treated as a comparable replacement dwelling.

By offering to provide an available private comparable replacement dwelling unit to the individual to be displaced you will have satisfied the Federal-aid highway program requirements. We recommend that you do not offer to furnish utilities in addition to the required housing. If it becomes apparent that D.S.S. public subsidized housing is not available for the individual and/or he does not have the capability to provide for his own utilities, Federal funds will be eligible to participate in the cost of the utilities on an interim basis.

Sincerely yours,

John D Wickon
for Dale E. Wilken
Division Administrator

NOTED
E. S. HUNTER

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Lou Schwab, R/W)

GENERAL FILES

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-F-150(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Benton
Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. RF-70

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 19 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7. DATE AUTHORIZATION EFFECTIVE 8/8/84

8. FEDERAL ROUTE NUMBER Primary 22

9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:

Burnt Woods - Dudley Hill Section

11. GENERAL DESCRIPTION OF WORK

PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 6/2/81 you are authorized to proceed with the work as shown above at a TEC of $19,500; Federal Funds $15,250 contingent upon modification of Project Agreement if additional funds are required.

Record of Decision issued 8/8/84.

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
Potter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

14. DATE 10/18/84

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-1(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Benton and Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40259

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '84
REFER TO Potter
FOR

Info	Invs	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 8-8-84
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
Burnt Woods - Dudlee Hill Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7-30-84 I approve the relocation and last resort housing plan for the subject project dated July 6, 1984.

Also, as requested, you are authorized to proceed with all phases of acquisition for filed 53879 through 53893 as shown and R/W Map 9B-23-21 at a TEC of $230,000 - Federal Funds $202,745.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 8/15/84
15. SIGNATURE OF APPROVING OFFICIAL John R Wichman
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40259
Project No. F-21-1(7)
Burnt Woods - Dudlee Hill Section
Corvallis - Newport Highway
Benton & Lincoln Counties

Enclosed is data consisting of PR-1 forms, sketch map, right of way map 9B-23-21 and a relocation and last resort housing plan for the subject project.

I request the following:

1) Approval of the enclosed relocation and last resort housing plan on the project.

2) Authorization to proceed with the actual acquisition of right of way all phases, including relocation assistance and last resort housing at an estimated total cost of $230,000 with an obligation of $202,745 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way map.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available or provided for the displaced individual who are initial occupants or adequate replacement dwelling will be available or provided for displaced individuals or families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided by the Region 2 Right of Way Office at 2960 State Street in Salem.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:me
Encl.
cc: J. Boyd
D. Aman
R. Oakes
General Files

[illegible]
[illegible]
Newport

February 22, 1984

CON

[illegible]

The Honorable Dell Isham
State Senator
3231 W Devils Lake Road
Lincoln City, OR 97367

Improvements on Highway 20 between Corvallis and Newport will be continued with construction of the Burnt Woods-Dudlee Hill Section in Fiscal Year 1985. Survey work on that section has been completed and design work and right-of-way work are now underway. Right-of-way acquisition will dictate the schedule for awarding a contract.

The next section, from Burnt Woods to the Coast Range Summit, will require field location work which has not been started. That project is listed as a development project in the new Six-Year Highway Improvement Program and that work is scheduled to be completed in Fiscal Year 1987.

The loss of the McKellum barn may allow the shifting of the alignment on the passing lane project on Highway 18. Prior to making that change, it must be determined whether or not the barn, although damaged, still has historical significance. We are attempting to make this determination. It is doubtful that the project could be extended, since alignment rather than cost determines the project limits.

We appreciate the concerns expressed over the conditions of the feeder routes to the central Oregon coast. We believe these two projects will help to alleviate those concerns.

Fred D. Miller
Director

cc Anthony Yturri

COF:sl

bc H. S. Coulter
Duane Christensen

DELL ISHAM
Lincoln, Tillamook;
portions of Washington, Yamhill,
Polk, Benton and Lane Counties
DISTRICT 2

REPLY TO ADDRESS INDICATED:
☐ Senate Chamber
Salem, Oregon 97310
☒ 3231 W. Devils Lake Road
Lincoln City, Oregon 97367

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
Chairman:
Transportation and Tourism
Vice-Chairman:
Rules
Member:
Human Services and Aging

February 9, 1984

Fred Miller, Director
Dept. of Transportation
Transportation Building
Salem OR 97310

Dear Fred:

Evidently even those from out-of-state recognize the poor condition of highways from the Willamette Valley to the central Oregon Coast.

In the latest edition of the Oregon Coast Magazine, a Mike Wells of Boise, Idaho, wrote in the Letters to the Editor column the following: "...may I suggest a story line about the coast to inland roads. Those tentacles of commerce have controlled or ignored much past and future development. For instance: why has the north coast been blessed with major access highways and monies like Sunset and Wolf Creek, while the central coast suffers with Highway 18 and the Corvallis-Newport joke?"

By the way, has the survey work begun on Highway 20?

Also, since the McKellum barn burned on Highway 18, the Highway Division would be able to put in the passing lanes at milepost 7, as originally surveyed at a cost of $100,000 less than originally estimated. Since it has burned down, you will no longer have to buy the house-barn. I have already informed Chuck Fredrickson of this. Does this mean we could extend the passing lane one-tenth of a mile further?

Sincerely,

Dell

DELL ISHAM
State Senator
District #2

DI/ka
cc: Scott Coulter
Anthony Yturri

RECEIVED
STATE HWY ENGR
FEB 14 '84
REFER TO
FOR

RECEIVED
DOT DIRECTOR
FEB 13 '84
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
		✓				

[illegible]
[illegible]
Newport

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 20, 1984

In Reply Refer to
File No.:

PRO

The Honorable Dell Isham
State Senator
3231 W. Devils Lake Road
Lincoln City, OR 97367

I appreciate your concern regarding our Six-Year Highway Improvement Program process and specific remarks during your December appearance before the Transportation Commission.

We plan to move the Burnt Woods-Dudley Hills Section of Highway 20 up in the Six-Year Program to 1985. We have examined the schedule and, barring any unforeseen complications, should be able to construct that project in 1985.

As you know, I asked Chuck Fredrickson to keep you advised on the progress of Burnt Woods-Dudley Hills Section on at least a quarterly basis. Chuck has been selected to fill the position of Construction Engineer. Duane Christensen, as the new Region Engineer, will now provide you these status reports.

Sincerely,

H. S. Coulter
State Highway Engineer

cc C. O. Fredrickson
Duane Christensen

GAP:pf HSC:ia

bc Fred D. Miller
E. S. Hunter
Robert N. Bothman
G. A. Potter
J. B. Boyd
J. H. Versteeg
Cam Gilmour

Form 734-3122

CN 21-4
Corvallis-
Newport

October 28, 1983

PRO

Jan E. Monroe, Director
Community Planning & Development
City of Newport
810 S.W. Alder Street
Newport, OR 97365

Thank you for your letter and city council resolution requesting that the Burnt Woods-Dudley Hill Project be moved up in our Six-Year Highway Improvement Program.

This testimony will be added into the testimony received at the Newport Six-Year Program hearing and will be considered when the final program is developed in a few months.

Again, thank you for your comments on this project.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

DLC:st

bc H. S. Coulter
Gary Potter
C. O. Fredrickson

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF COMMUNITY PLANNING & DEVELOPMENT

October 19, 1983

Fred Miller
State Highway Division
Program Section
206 Transportation Building
Salem, Oregon 97310

Dear Mr. Miller,

The Newport City Council passed the attached resolution at thier Monday night meeting requesting the Brunt Woods-Dudly Hill project not be further delayed as proposed, and requested that, if possible, this project be moved up to 1985. This resolution is in furtherance of Mayor John Brenneman's testimony, as well as other members of the community requesting careful consideration of our problems with Highway 20 between Philomath and the City of Newport.

Sincerely,

CITY OF NEWPORT

Jan E. Monroe, Director
Community Planning & Development

JM/bgp
enc.

RECEIVED
STATE HWY ENGR

OCT 20 '83

REFER TO Fredrickson cy Bo[illegible]
10/20

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Due 10-28

Highway 20

CITY OF NEWPORT

RESOLUTION NO. 2413

RESOLUTION URGING ANENDMENT TO THE STATE OF OREGON DEPARTMENT OF TRANSPORTATION SIX YEAR HIGHWAY IMPROVEMENT PROGRAM TO PREVENT DELAY OF IMPROVEMENTS OF HIGHWAY 20

BE IT RESOLVED BY THE COMMON COUNCIL of the City of Newport that the State of Oregon, Department of Transportation Highway Improvement Program should be amended to provide that Project #244, the Burnt Woods-Dudley Hill project, should not be delayed until 1987 as proposed in the Preliminary Six Year Highway Improvement Program, and that in fact, if anything, this project should be moved up to 1985. This project was first included in the 1977 Six Year Improvement Program, 6 years ago, and the proposed delay would mean a 10 year lapse in time from the original inclusion of this project.

BE IT FURTHER RESOLVED, that it is extremely important to the safety of those using Highway 20 and the economic health of Central Lincoln County that Highway 20 be improved as soon as possible. Given the rapidly growing nature in the Newport area, and the increasing importance of tourism in the future, it is essential that our shortest route to Interstate 5 be improved.

BE IT FURTHER RESOLVED that the local residents in this area have consistently supported improvements to the transportation network and have voted local property tax dollars for improvements to the Port of Newport, and the City Council has committed general fund tax dollars to the Newport Municipal Airport. We are, however, dependent upon the State Department of Transportation for improvements to Highway 20, and we believe that it is time for the State of Oregon to spend additional funds for this roadway.

Passed by the City Council of the City of Newport, Oregon this 17th day of October, 1983.

Approved by the Mayor of the City of Newport, Oregon, this 17th day of October, 1983.

Mayor

ATTEST:

Linda Winheim
City Recorder pro tem

rl1

CON-21-4.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-Ff-150(15) Corvallis-Newport.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. RF-70

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/7/83

8. FEDERAL ROUTE NUMBER Primary 22

9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
Burnt Woods - Dudley Hill Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ xx OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Swan's letter of 10/3/83 I approve the revised Preliminary Engineering Costs to a TEC of $454,400 Federal Funds $355,292.

(Increase TEC $34,700 Federal Funds $27,131)

RECEIVED
STATE HWY ENGR
OCT 13 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 10/14

14. DATE 10/7/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-F-150(15) CON
2. STATE PROJECT NO. See below
1-4
2A. COUNTY NAME Corvallis-Newport
Benton & Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. RF-70

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/22/82
8. FEDERAL ROUTE NUMBER Primary 22
9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
Burnt Woods - Dudley Hill Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 4/6/82 I approve the revised Preliminary Engineering Costs to a TEC of $400,200 Federal Funds $312,911.

(Increase TEC $129,000 Federal Funds $100,865)

RECEIVED
STATE HWY ENGR
APR 27 '82
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/27/82

14. DATE 4/22/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

CON 21-4
[illegible]
[illegible]

June 2, 1981

LOC 7
LOC 11 #33

TO INTERESTED PERSONS:

COAST RANGE SUMMIT - DUDLEE HILL SECTION
CORVALLIS - NEWPORT HIGHWAY
BENTON AND LINCOLN COUNTIES

The study report for subject section has been completed and approved by the Oregon Highway Division Administration.

The report recommends approval of a Build Alternative that includes segments of all three Build Alternatives evaluated in the project's Draft Environmental Impact Statement.

The Recommended Alternative includes Alternative 1 with Design Option 1A from the westerly terminus to a point 0.5 miles east of Clem Road; Alternative 3 from the above point to the vicinity of Hymes Creek; Alternative 2 from Hymes Creek to the Bonneville Power transmission line crossing; and, Alternative 1 from the transmission line crossing to the easterly terminus.

Copies of the report are available for review and copying at the following Highway Division offices:

Oregon Highway Division
General Files
Room 125 Transportation Bldg.
Salem, OR 97310

C. D. Fredrickson
Region 2 Engineer
2960 E. State Street
Salem, OR 97310

Location Office
Highway Division
Room 200 Transportation Bldg.
Salem, OR 97310

Howard C. Johnson
District 4 Engineer
3700 Philomath Highway
Corvallis, OR 97330

Sincerely,

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin
Location Engineer

FET:DB:ge

bc General Files
Fredrickson
Johnson
W. Hackleman
D. Keyes w/attachment

OCN 21-4
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

June 2, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Study Report
Project No. RF-F-150(15)
Burnt Woods - Dudley Hill Section
Corvallis-Newport Highway
Lincoln & Benton Counties

Enclosed is a copy of the study report entitled "Coast Range Summit-Dudlee Hill Section" for the subject project to aid you in your evaluation to determine if the Final Environmental Impact Statement (FEIS), when submitted, adequately addresses the proposed location/design.

After statutory requirements have been fulfilled for the FEIS which constitutes location/design approval, I request authorization to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $19,500 with obligation of $15,250 in Consolidated Federal Primary funds (Appn. Code 010).

JLG:bkc
Enclosure

cc: F.E. Terpin
Gary Potter
John Grassman
General Files

Form 734-3122

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - ODOT 378-6883

INTEROFFICE MEMO
PLA 2

TO: MEMO TO THE FILES

DATE: April 3, 1980

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: PROJECT STATUS REPORT
April 1, 1980

RECEIVED
TECHNICAL SERVICES
APR 4'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

NOTED
E. S. HUNTER

REGION 2

Burnt Woods-Dudley Hill
Corvallis-Newport Highway
G, P, Sign F.A. Fall 1982 $2,810,000

D.E.I.S. in progress; hearing scheduled for June 1980

Nehalem River Bridge
Oregon Coast Highway
G, P, Structure H.B.R. Fall 1982 $4,350,000

Design approval Dec. 1977; R/W descriptions prepared Feb. 1980; R/W acquisition program submitted to FHWA April 1980

REGION 3

Sutton Lake-Florence
Oregon Coast Highway
G, P, Sign F.A. Fall 1982 $5,130,000

D.E.I.S. in progress; hearing scheduled for May 1980

Coalbank Slough Bridge
Oregon Coast Highway
G, P, Structure H.B.R. Fall 1984 $4,500,000

D.E.I.S. in progress; hearing scheduled for September 1980

Coquille River Bridge
Coquille-Bandon Highway
G, P, Structure F.A. Fall 1984 $4,450

Project category requires "Negative declaration." Environmental Section awaiting selection of alternatives before starting. Alternatives dependent upon establishing boundaries of City Park. Survey under way to do that.

Contains Recycled Material

REGION 3 Cont.

Noti-Veneta, East Unit
Florence-Eugene Highway
G, P, Structure, Sign F.A. Fall 1981 $7,400,000

F.E.I.S. in progress; estimated completion August 1980

REGION 5

I-82
McNary Highway
G, P, Structure, Sign F.A.I. Fall 1982-83 $65,000,000

Field survey to be completed May 1980. FHWA has approvel the F.E.I.S. and Gary Potter feels we have design approval. However, a "design" hearing was held July 1979. No study report has been prepared for that hearing (may not be required). Phase II preliminary engineering has not been programmed.

FET:ge

5-22-78 [illegible]

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RF-F-150)15)

STATE PROJECT NO. See below

COUNTY NAME Benton & Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-70

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5/19/78

FEDERAL ROUTE NUMBER Primary Route 22

STATE ROUTE NUMBER PRimary Route 33

GENERAL LOCATION: "Burnt Woods-Dudley Hill Section"

GENERAL DESCRIPTION OF WORK: Program change and additional Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Archeology salvage TEC $500-F.F. $390
☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's letter of 5/8/78 I approve the program change to include consolidated Primary funds appropriation code 010 for the subject project and you are authorized to proceed with additional preliminary engineering at TEC $40,500-F.F. $31,660.

I concur that the environmental statement for the subject project is not limited to the termini as programed, but includes in compliance with FHPM 7-7-2 that portion of the route from the Coast Range Summit to Dudley Hill.

Swan
5-30

DATE 5/19/78

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 4-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

GENERAL FILES [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 10, 1978
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section GP

TO: Memo to the file

SUBJECT: Coast Range Summit-Burnt Woods
Burnt Woods-Dudlee Hill
Lincoln and Benton Counties

EH

Discussion:

At the February 7, 1978, Team I meeting, it was determined that these two roadway segments referenced, plus the intervening segment, will be combined into one report for environmental purposes. Given that one segment is a Category 2, Major-Significant project, a Draft and Final Environmental Impact Statement will be prepared for the entire project.

The Location Section is developing a "low-cost" alternative that closely follows the existing alignment and right-of-way on the entire Coast Range Summit-Dudlee Hill section for inclusion in EIS. The statement will therefore analyze the "low-cost", "high-cost", and "no build" alternatives.

In addition, the Coast Range-Suumit-Burnt Woods segment involves 4(f) land, a portion of Ellmaker State Park. Therefore, a 4(f) statement will have to be prepared, including means of replacing the land and facilities to be acquired for highway purposes or other means of compensation for the acquisition.

GAP/cjw

cc E.S. Hunter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
C.O. Fredrickson
Bill Kappus

RECEIVED
TECHNICAL SERVICES
FEB 10 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1-26-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RF-150(15)

STATE PROJECT NO. Burnt Woods-Dudley Hill Sec

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-70

COUNTY NAME Benton & Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
JAN 28 '76
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-26-76

FEDERAL ROUTE NUMBER Primary Route 22

STATE ROUTE NUMBER Primary Route 33

GENERAL LOCATION:
US 20 Burnt Woods east 4.0 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION Including utility preparatory work at a total estimated cost of $59,500 - federal funds $46,520.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-26-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 12-1-75 letter you are authorized to proceed with the work as shown above.

DATE 1-26-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon	DATE 1-26-76
BY (Signature) L. W. Rulien's letter of 12-1-75.	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): Location	Work
0	RF-150(15)	4.0	59,500	46,520	Burnt Woods-Dudley Hill Section. Benton and Lincoln Counties. State of Oregon.	Preliminary Engineering including PE by utility forces.

RECEIVED
STATE HWY ENG
JAN 28 '76
REFER

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-26-76	SIGNATURE AND TITLE D K Hessner Dist Engr G. L. Green, Division Administrator

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-48
(Rev. 8-71)

GPO 915-690

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7512 2 700 Due Date: JAN 09 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(x) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We request that our district biologists (Joe Wetherbee, 378-6925, Salem, and Harold Sturgis, 757-4186, Corvallis) be contacted during the location and design stages if the preliminary engineering survey identifies a possible improvement project.

Agency Fish & Wildlife

By James B.
Environmental Management Section 1/6/76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Burntwoods - Dudley Hill LINCOLN

DATE: January 14, 1976

The state has reviewed your project and reached the following conclusions:

1/16/76
cc: G. L. Green, FHWA
E. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
H. C. Johnson
Aeronautics Div.

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 700

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
12-11-75 NOTED
MARIE STEPHENS

PNRS #2

[illegible] 21-
Corvallis-
Newport

RECEIVED
STATE HWY ENGR
DEC 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 11, 1975

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council
of Governments
#7 Wellsher Bldg.
Corvallis, Oregon 97330

FROM George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 4
Burntwoods-Dudley Hill
Corvallis-Newport Hwy., U.S. Route 20
Lincoln and Benton Counties

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 8, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
H. C. Johnson
Aeronautics Div.

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45 State Highway Division — 46] DIVISION [79 Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45 State Highway Building — 46] CITY [60 Salem — 76] ZIP [80 97310

04 12] CONTACT PERSON [45 L. W. Rulien — 46] AREA CODE [48 503 — 49] PHONE [55 378 — 56] EXTENSION [59 6563

01 12] PROJECT TITLE [71 Burntwoods-Dudley Hill District 4

11 12] PROJECT LOCATION—CITY: Corvallis-Newport Hwy. U.S. Route 20 — PROJECT LOCATION—COUNTY: Lincoln & Benton — PROJECT LOCATION [79 SEC: ---- T: 11S R: 7-8W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is to conduct the necessary preliminary engineering survey to

06 12] identify a possible improvement project to be considered for future construction. [71

07 12] The survey begins approx. 1.1 miles west of the Lincoln/Benton County Lines [71

08 12] (M.P. 33.7) thence easterly to (M.P. 37.2). [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
46,800	----	13,200	----	----	60,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/11/75

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 January — 43] DAY [44 8 — 45] YEAR [46 1976.

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/11/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

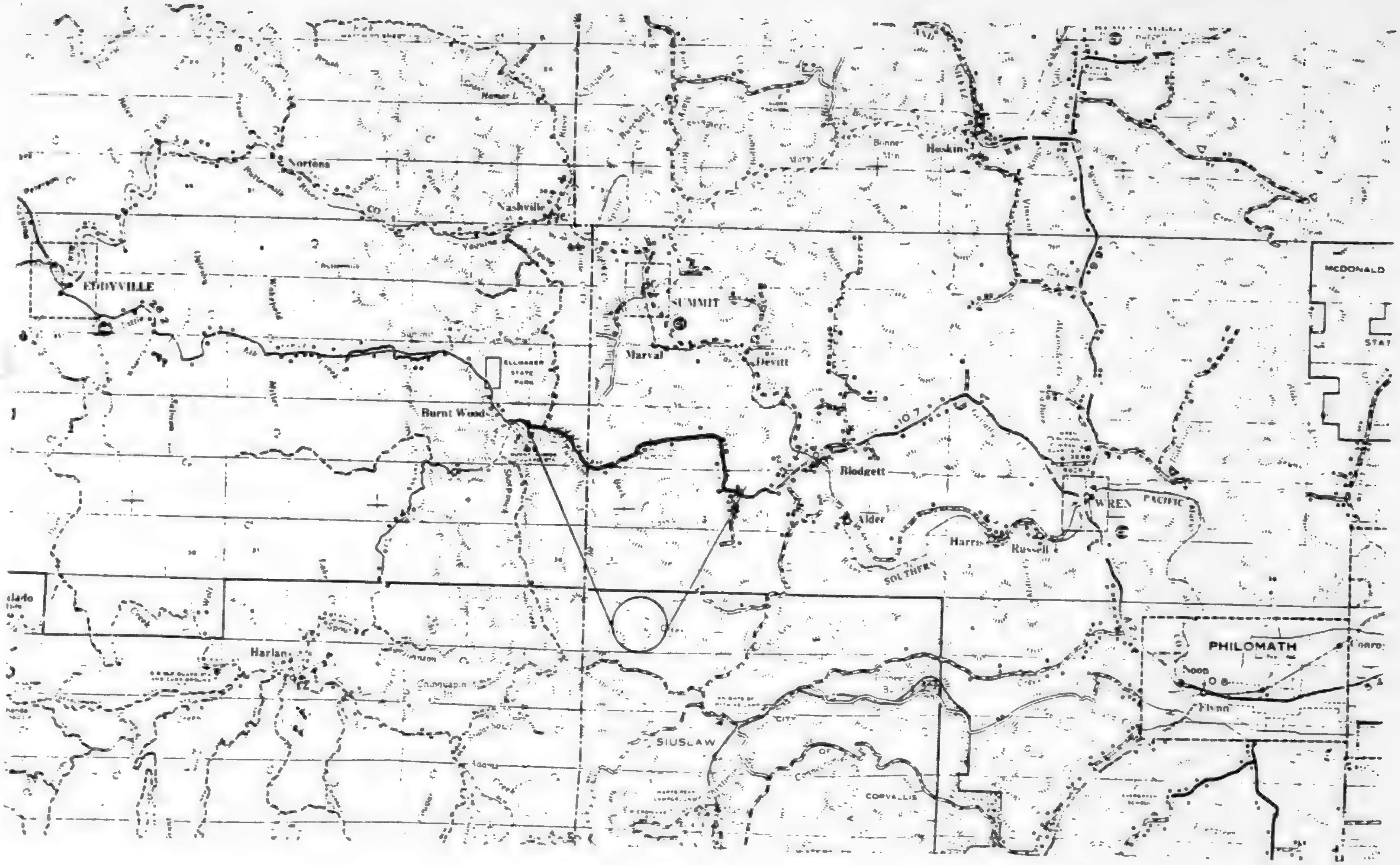
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of major-non significant environmental impact under Oregon's Action Plan.

This A-95 is submitted by the State Highway Division and is an up-dating of Notice of Intent requirements. State and District Clearinghouses were notified of this project February 4, 1970 and April 16, 1970 respectively. The project is on the six-year State Construction Program.

Public Hearings--Location/Design--were held August 12, 1969 and location/design approval was granted by FHWA on November 24, 1969.


EDDYVILLE
Nortons
Nashville
SUMMIT
Marval
Devitt
Burnt Woods
Blodgett
Alder
Harris
Russell
WREN
PACIFIC
SOUTHERN
Hoskins
Bonner Mtn
MCDONALD
PHILOMATH
Noon
Flynn
Harlan
Chinquapin
SIUSLAW
CITY
CORVALLIS
107

BURNT WOODS-DUDLEY HILL
Corvallis-Newport Hwy.
Lincoln & Benton Counties

[illegible]

PRO 6-2

December 1, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-150(15)

We are submitting program data for one preliminary engineering project, Item No. 70, Project No. RF-150(15), "Burnt Woods-Dudley Hill Section", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We request, concurrent with approval of the program, authorization to proceed with preliminary engineering up to P.S. & E. approval at an estimated total cost of $41,600 with federal funds of $32,525.

Notices of Intent were submitted to the State Clearinghouse on February 14, 1970 and to District 4 Clearinghouse on April 16, 1970 and since the Notices of Intent have lain before the Clearinghouse more than 30 days without action it is therefore assumed that no adverse review or comments will be received.

CL:md

Enclosures

cc: C. O. Fredrickson (Region 2)

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

U.S. DEPART
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 1, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 20, Burnt Woods, E. 4.0 mi. 21 65	ADT	PRESENT 2,200	FUTURE 3,960 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STAT CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF- 14 23	NUMBER 150 7

SEQ. N (15)

CARD	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Benton and Lincoln 003	CODE 041 (14) (16)
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. P	FEDERAL-AID 22 (32) STATE 33 (36) (37) U.S. 20 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		US 20, Burnt Woods, E. 4.0 mi.	4.0	59,500	46,520	12,980		P.E. incl. force
5					ROW								(Futu 2-12' 8' sh
5					CONST (CODE)		"Burnt Woods-Dudley Hill Section"						ROW - Acces parti Parki none.

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	4.0	59,500	46,520	12,980	
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (33)	REMARKS	

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

December 1, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 20, Burnt Woods, E. 4.0 mi.		2,200	3,960	95	10	Oregon	41	073	70

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
ry Engineering								RF-	150	(15)	

FUNDS	Rural Primary	COUNTY NAME	Benton and Lincoln
		CODE	003 041
EA	----	ROUTE NO.	P
		FEDERAL-AID	22
		STATE	33
		U.S.	20

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 20, Burnt Woods, E. 4.0 mi.	4.0	59,500	46,520	12,980		P.E. all phases; incl. P.E. by Utility forces.
ROW								(Future construction 2-12' lanes H.T. pave 8' shoulders.)
CONST (CODE)		"Burnt Woods-Dudley Hill Section"						ROW - 200' normal; Access control-partial; Parking restrictions-none.
RED BY CL		PROJECT TOTALS	4.0	59,500	46,520	12,980		

AM APPROVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

BURNT WOODS-DUDLEY HILL SECTION

PROJECT NO. RF-150(15)

Existing Facility: The westerly four miles consists of 18-foot A.C. surface with 2' shoulders. The easterly six-tenths of a mile consists of 24-foot A.C. surface with 5' shoulders.

Adjacent Sections:

W. End -- 18-foot A.C. surface with 2-foot shoulders.
E. End -- 24-foot A.C. surface with 10-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces. For the future construction necessary to provide for two 12-foot lanes of high-type pavement with 8-foot shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(A) Public Hearings -- Location/Design hearing held August 12, 1969 on Burnt Wood-Blodgett Section.

(B) Location/Design -- Approval granted by FHWA on November 24, 1969.

IM 50-1-70 Requirements: Notice of Intent was submitted to the State Clearinghouse on February 14, 1970 and to District 4 Clearinghouse on April 16, 1970 and since the Notice of Intent has lain before the Clearinghouse more than 30 days without action it is therefore assumed no adverse review or comments will be received.

FHPM 7-7-2 Requirements: Major action (Non-significant) project concurred in by FHWA on October 20, 1975.

NOTE: This project is in Congressional District No. 1.

Data for PR-37:

Preliminary Engineering -- Field Work	$41,600
P.S. & E. Preparation	17,900
Total	$59,500

Form FHWA 121 (Rev. 5-73)

C-N 21

Corvallis-Newport

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 20, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon RF-150(-)
Burnt Woods-Dudlee Hill Section
Corvallis-Newport Highway
Lincoln/Benton Counties
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's October 1, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a Major action (non-significant).

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
OCT 22 '75
REFER TO Rulien
FOR

Info	Inves	R/D	D.R	Sign	Act	File

cy Schroeder

RECEIVED
OCT 22 1975
Office of
Assistant State Highway Engineer

FORM 81-734 3030

Con 21
[illegible]
Newport

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 12, 1975

FILE: ~~2-1405~~

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: H. J. & Leone Kasner Concerns
Burnt Woods-Dudlee Hill Sec.
Corvallis-Newport Highway

TO: Victor D. Wolfe
LOCATION ENGINEER

RECEIVED
STATE HWY ENGR
JUN 16 '75
REFER TO
GSG
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File ✓

Resident Engineer, Dick Nelson and I this date met with H. J. "Slim" Kasner and his wife Leone. They have four concerns:

1. The accident rate on the Eddyville-Coast Range Summit Section in comparison.
2. They did not want a major channel change in the Tum Tum River.
3. They wanted a cattle crossing and reasonable access.
4. They object to tourist advertising with State gas tax funds.

NOTED
F. B. KLABOE

They were both very pleasant and reasonable. We should have had a meeting like this before.

The accident rates will be checked by this office.

This section was restored to the six-year program by the Transportation Commission May 30, 1975. We should review the survey with the thought of minimizing channel changes and tieing onto the Dudlee Hill project. This should be done in the near future to meet the scheduled fiscal year 1978.

They would not object to an alignment either on the farside of the creek, along the existing highway or behind their home. They also would not object to the presently proposed alignment providing it had two structures. Two structures would resolve their cattlepass request. The access question will be resolved before right-of-way negotiations are concluded.

This tourist budget matter is for information only. If you agree with reviewing this survey as previously recommended to you, please advise and we will schedule for late next winter.

GWW/elk
cc: F. B. Klaboe ✓
Dick Nelson

Rick Kuehn-Please check accident rates for last 3 to 5 years on the several units of the Eddyville-Dudlee Hill Section.

[illegible] 21-2
[illegible]

Robert W. Straub
xxxxxxxxxxx

May 23, 1975

Mr. Keith Burns, Executive Assistant
Office of the Governor
State Capitol
Salem, OR 97310

bc Transportation Commission
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog

Dear Keith:

The accelerated program contains two projects on Highway 20 (Corvallis-Newport Highway):

Blodgett-Gellatly Summit	$ 884,000
Gellatly Summit-Wren	987,000
	$1,871,000

The Blodgett-Gellatly Summit project was originally scheduled for 1975 and the Gellatly Summit-Wren project was advanced from our 1979 schedule.

The original document outlining a possible six-year program was the subject of hearings throughout the state. It contained two additional projects on Highway 20 to be contracted in 1978:

Coast Range Summit-Burnt Woods	$1,000,000
Burnt Woods-Dudlee Hill	$1,500,000

After the hearings were held and analyzed, revisions to the original program were made. Projects were added to Highway 42 and in the Astoria area. Projects in other areas were delayed in order to finance these additions. The two projects scheduled for 1978 on Highway 20 fall into this latter category.

We will recommend to the Transportation Commission that the Burnt Woods-Dudlee Hill project be put back in the six-year program for construction in 1978 as it appeared in the original program.

Very truly yours,

FBK:ms ja

F. B. Klaboe, Administrator
and State Highway Engineer

RECEIVED
AUG 11 1970
FORM E-30-X (12-67
FOR FILING

Const
R/W
Corr - Misc.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1970

SUBJECT: Lyle Bowers
Tum Tum River
Drinking Water
Dudlee Hill Section

To:

Mr. R. D. Asburry
Regional Engineer

EAST SALEM HIGHWAY BUILDING

Please be advised that your request to drill a well for Lyle Bowers on subject section has been approved. This well is presumed to be similar in nature and to cost approximately the same as that drilled for Mr. McHurons. If not, please advise this office before proceeding.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw

cc A. E. Johnson

NOTED
A. E. JOHNSON

RECEIVED
AUG 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1969

FOR FILM
Corvl
[illegible]
[illegible]

Salem, Oregon
November 20, 1969

Channel Change, Tum Tum River
Stations 1778 - 1794
Burnt Woods-Dudley Hill Section
Corvallis-Newport Highway

Mr. D. J. Barbee
Design Engineer
BUILDING

Attention: Mr. Frank Hall

Design for the channel change between the subject stations is based upon the following data:

	Station 1778 - 1782	Station 1782 - 1794
Design Q, cfs	1,150	1,260
Prob. Velocity, fps	4.2	4.3
Recurrence, yrs	20	20
Channel Geometry)	19' bottom	21' bottom
)	2:1 slopes	2:1 slopes
Est. Depth of flow, ft.	8	8

Two bottom widths are shown through the adjacent reaches of the channel change which is an attempt to ensure a constant depth at design flow. However, I would be inclined to adopt a 20-foot uniform bottom width throughout the entire channel change--this amounts to less than 3 percent change in the waterway area and I do not believe that the flow characteristics will be significantly affected.

With respect to riprap requirements through this channel change, several methods of analysis give maximum sizes ranging from about 1-1/2 inches to 3-3/4 inches in diameter for the probable velocities shown. On this basis, I would consider as the minimum requirement a maximum

6-inch diameter size placed 18 inches thick normal to the slope; any class of riprap equalling or exceeding this would be adequate. As a matter of interest, average annual flows amount to approximately 700 cfs with a probable velocity of 3.7 fps; at these lower flows which are predominant, the channel would still be adequately protected with the suggested riprap size given.

W. H. Tabeau
Preliminary Studies Engineer

WHT:ia

1985 Mt. Hood Hwy @ J.Jarl Rd. 10,137
Sec., of Mt. Hood Hwy.
(Grad., pav., sign., & flash beacon)

C&A 8516 11-7-85

37 jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas		DIVISION Oregon
DATE OF REPORT 5/27/87	REPORT MADE BY Larry Heil, Assistant Area Engineer			PROJECT NO. HES-24-(45)
COMPLETION DATE (Actual) 6/20/86	ACCEPTANCE DATE BY CONRTACT AGENCY 11/28/86		TIME ELAPSED 152 %	CONTRACT TIME 40 Calendar days
LOCATION SEE BELOW				

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

MT. HOOD HIGHWAY @. J. JARL ROAD
MT. HOOD HIGHWAY
Flashing Beacon, Grading & Paving

This project provided for abandonment and obliteration of the existing Orient Dr. exit, construction of a right turn lane on Mt. Hood Hwy for westbound to northbound onto Orient Drive via J. Jarl intersection, and installation of a flashing beacon and related signing and illumination.

The contract was awarded to Fabricators Incorporated on 11/1/85. Work started 4/21/86 and was completed 6/20/86. The contract allowed 40 CD to complete the contract work and 61 CD were used. Twenty one calendar days liquidated damages totalling $2,520 were assessed. The final project cost of $101,863 underran the most recent authorization by 12%. This project was originally approved to be constructed by State forces via a $32,800 S.F.O.; however, cost of doing the work increased and the decision was made to contract the project. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
JUN 2 '87
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-27-87	TITLE District Engineer	DATE 6/1/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,137

January 16, 1987

CON 5 - #10,137

Industrial Indemnity Company
421 SW 6th Avenue
Suite 600
Portland, OR 97204

On December 8, 1986, we wrote to you concerning release of final payment on Contract No. 10,137 awarded to Fabricators, Incorporated for work on the Mt. Hood Highway at J. Jarl Road in Clackamas County.

Final payment on this contract is $1,478.00, and the total contract amount is $80,493.54. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Fabricators, Incorporated
2705 Lancaster Drive NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,137

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10137

TO: Commission Services

DATE: November 28, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10137, On Site Work Substantially Completed June 20, 1986

All Work Completed September 24, 1986

Project Mt. Hood Highway at J. Jarl Road

Highway Mt. Hood

County Clackamas

Type of Work Grading, Paving, Signing and Flashing Beacon

Contractor Fabricators, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
DEC 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to surety
12-8-86
agm

81-125-1387

CL 1986-0276

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

September 3, 1986

CON 5 - 10,137

Konell Construction Co., Inc.
37396 Ruben Lane
Sandy, OR 97055

Attention: Keith Jensen
Project Manager

We have received your letter dated August 27, 1986, with documentation filing a claim against the following Highway Division contract:

FILED BY:	Konell Construction Co., Inc.
AMOUNT:	$1,590 plus interest
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR)	Fabricators, Incorporated
CONTRACT NO:	10,137
PROJECT:	Mt. Hood Highway at J. Jarl Road, Clackamas County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter of Oregon, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Fabricators, Incorporated
2705 Lancaster Drive, N.E.
Salem, OR 97305

Industrial Indemnity Company
Attn: Bond Department
421 SW Sixth Avenue
Portland, OR 97204

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
SEP 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0100 (10-80)

KONELL CONSTRUCTION CO., INC.

37396 Ruben Lane . Sandy, Oregon 97055
Office-668-3516 Home-668-5671

August 27, 1986

Dept. of Transportation
121 Transporation Bldg.
Salem, Oregon 97310

Attention: Fran Nevoll

Re: Mt. Hood Highway at Jarl Rd.
Contract #C10137 / 011

Prime Contractor: Fabricators, Inc.
2705 Lancaster Dr. N.E.
Salem, Oregon 97305

Dear Fran:

Between April 25, 1986 and May 15, 1986, we worked at the Jarl Rd. project for Fabricators, Inc. on a time and material basis. This work was ordered by Gordon Wilson and acknowledged by Roy Houck, Jr.

Our first statement was sent April 30, 1986 and a second statement sent July 29, 1986. At this time was have not been paid nor have we been contracted by Fabricators, Inc.

We would like to have a claim filed against them on our behalf for $1,590.00 plus interest.

I have included copies of the statements and signed invoices. If youhave any questions please call me.

Thank you for your efforts.

Keith Jensen
Project Manager

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

demolition excavation clearing

KONELL CONSTRUCTION

37396 Ruben Lane • Sandy, Oregon 97055
Office - 668-3516 Home - 622-4455

Date 5-15-86

CHARGE TO Fabrication Inc

ADDRESS

CITY

DATE	PLACE	TYPE OF WORK	HOURS
		450 Case Dozer	
		Grade area to be	
		seeded at Highway 26	
		+ Orient Drive	
			5hr
		Move In	1hr
		TOTAL HOURS	

RECEIVED
AUG 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Inside City Limits – Mark One
☐ Yes ☐ No

2150

Received By ________ Title ________

Operator Jeff

demolition **excavation** **clearing**

KONELL CONSTRUCTION

37396 Ruben Lane • Sandy, Oregon 97055
Office - 668-3516 Home - 622-4455

Date 4-26

CHARGE TO Roy L Houck

ADDRESS Salem ORe

CITY

DATE	PLACE	TYPE OF WORK	HOURS
	Kelso	12 YD Dump tRuck	
	DRive	Rental	5hr
	Off US26		
		6.38	
		TOTAL HOURS	

RECEIVED
AUG 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Inside City Limits — Mark One
☐ Yes ☐ No

Received By Title

2464

Operator M Konell

demolition excavation clearing

KONELL CONSTRUCTION

37396 Ruben Lane • Sandy, Oregon 97055
Office - 668-3516 Home - 622-4455

Date 4-25-86

CHARGE TO Roy Houck

ADDRESS

CITY Salem Ore "

DATE	PLACE	TYPE OF WORK	HOURS
	[illegible]	E[illegible]	
	[illegible]	E[illegible]	
	|||	9:[illegible] - 11:[illegible]	2
	~~||||~~ |	2:30 - 5:00	3
			5hr ~~6~~
	⑨	G55	
		TOTAL HOURS	

RECEIVED
AUG 29 1986
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

Inside City Limits – Mark One
☐ Yes ☐ No

Received By J. M Title

2446

demolition **excavation** **clearing**

KONELL CONSTRUCTION

37396 Ruben Lane • Sandy, Oregon 97055
Office - 668-3516 Home - 622-4455

Date 4-26-86

CHARGE TO Roy L Houck

ADDRESS Salem ORe

CITY

DATE	PLACE	TYPE OF WORK	HOURS
4-25	SAnDy	Dump Site -	
		LOAD Count	
	2	46 total LOADS	
		at 5$ per LOAD	
		$230	
		TOTAL HOURS	

RECEIVED
AUG 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Inside City Limits – Mark One
☐ Yes ☐ No

Received By Title

2466

Operator M Konell

demolition excavation clearing

KONELL CONSTRUCTION

37396 Ruben Lane • Sandy, Oregon 97055
Office - 668-3516 Home - 622-4455

Date 4-26

CHARGE TO Roy L Houck

ADDRESS SAlem ORe

CITY

DATE	PLACE	TYPE OF WORK	HOURS
	Hy 26	230 BackHoe	
	Kelso-	&	
	ORive	move in	
4-25		2-00-600	4
4-26	7-30	11:30 - 3	4
		@ $40	
		TOTAL HOURS	8

RECEIVED
AUG 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Inside City Limits
☐ Yes ☐ No

Received By Title

Operator Mitch Konell

2465

POOR

ORIGINAL

DOCUMENT(S)

demolition **excavation** **clearing**

KONELL CONSTRUCTION

37396 Ruben Lane • Sandy, Oregon 97055
Office - 668-3516 Home - 622-4455

STATE HWY PROJECT
Jarl Rd - Hwy 26

Date 4-25

CHARGE TO Roy L. HOUCK

ADDRESS SALem ORe

[illegible]

CITY 2705 Lancaster Dr. NE SALEM 97[illegible]

DATE	PLACE	TYPE OF WORK	HOURS
4-25	SANDY	450 DoZeR	6½
	office	&	
		move in	$50
	start	11:30 5 hrs	
	End	6:00 [illegible] $45	
		[illegible]	
		TOTAL HOURS	

RECEIVED
AUG 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Inside City Limits – Mark One
☐ Yes ☐ No

Received By ______ Title ______

Operator Mitch Konell

2462

KONELL CONSTRUCTION

37396 Ruben Lane • Sandy, Oregon 97055
Office - 668-3516 Home - 622-4455

APRIL 30, 1986

390-5248

TO:

FABRICATORS INC.
2705 LANCASTER DR. N.E.
SALEM, OREGON 97305

86-2[illegible]

STATE HWY. PROJECT, [illegible] RD., HWY. 26

STATEMENT

4/25/86	Inv. #2452	450 Dozer 5 hrs. @ 45.	225.00
	Move In		[illegible]0.00
4/25/86	Inv. #2446	End Dump Rental @35.	275.00
4/25/86	Inv. #2453	Dump Site 46 Loads @5.,	230.00
4/25-26/86	Inv. #2455	230 Backhoe 8 hrs. @40.	320.00
4/26/86	Inv. #2454	Dump Trk Rental 5 hrs. @38.	190.00
		TOTAL	$1,290.00

PAYMENT DUE UPON RECEIPT

KONELL CONSTRUCTION CO., INC.

37396 Ruben Lane . Sandy, Oregon 97055
Office-668-3516 Home-668-5671

JULY 29, 1986

TO:

FABRICATORS INC.
2705 LANCASTER DR., N.E.
SALEM, OREGON 97305

86-297

STATE HWY. 26, JARL RD.

STATEMENT

5/15/86	Inv. #2150	$300.00
	Plus previous billing PAST DUE	1,290.00
	PLEASE REMIT	$1,590.00

RECEIVED
AUG 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAYMENT DUE UPON RECEIPT

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WEEK ENDING: August 9, 1986

PROJECT NAME (SECTION): Mt. Hood Hwy at J. Jarl Road

CONTRACT NO: C10137

HIGHWAY: Mt. Hood

COUNTY: Clackamas

F A PROJECT NO: HES-24(45)

CONTRACTOR: Fabricators, Inc.

KIND OF WORK: Flashing Beacon Grading,Paving,Signing

DATE OF AWARD: November 1,1985 ~~Flashing~~

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 92,299.10

ESTIMATED PROJECT COST $ 82,838.29

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 10.3 %

ENGINEERING

AUTHORIZATION $ 8,832.45

COST THIS WEEK $ 0

TOTAL TO DATE $ 15,041.00

PERCENT OF AUTHORIZATION 170 %

FIRST NOTIFICATION DATE: April 21, 1986

ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: June 20, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: August XX 9, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	5/30/86	40X	61	152	XNo

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	2,065 CYX	1,430 TN	400 TN			
EST. CORRECTED QUANTITIES	1,321 CY	1,230 TN	454 TN			
EST. PERFORMED TO DATE	1,211 CY	1,230 TN	454 TN			
PERCENT PERFORMED TO DATE	100	100	100	100	0	

ACTIVITIES THIS WEEK:

Project complete.

FINAL REPORT

PROJECT VISITORS:

None

ACTIVITIES ANTICIPATED NEXT WEEK:

Project complete. Semi-final submitted.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

F

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Gary Kenen

Gary Kennen

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-24(45)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50219

2A. COUNTY NAME Clackamas

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 22, 1986

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Mt. Hood Highway at Jarl Rd. Section

11. GENERAL DESCRIPTION OF WORK
Install electric service to signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/22/86 as requested in Mr. Fredrickson's letter of 6/20/86 as being cost effective for the use of Portland General Electric forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $233.50; Federal Funds $210.00.

RECEIVED
STATE HWY ENGR
JUL 3 '86
REFER TO Potter
FOR

Info	Inves	H/D	O/R	Sign	Act	File

Orig to
7/3

14. DATE 7/1/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,137

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5
10137

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-24(45)

Contract 10137, Work Completed June 20, 1986

Project Mt. Hood Highway at J. Jarl Road

Highway Mt. Hood

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 19, 1986

OHChristianson
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 8 '86
REFER TO

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

L. W. RULIEN

CPC/FL4

RECEIVED
JUL 16 1986
OREGON DIVISION

Form 734-3122

TRA 7-5

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: December 6, 1985

ES Hunter

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 24, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 24, 1985 on the following projects:

1. Project postponed.

2. Mt. Hood Hwy. @ J. Jarl Road
   Mt. Hood Highway
   Clackamas County
   Grading and Paving

   Roadway shoulder adequately accommodates bicycles.

3. Columbia River Hwy. @ "A" St. (Columbia City)
   Columbia River Highway
   Columbia County
   Grading and Paving

   Same as No. 2.

4. Cape Arago Hwy. @ Oak Street
   Cape Arago Highway
   Coos County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Squaw Cr. (Camp Polk Road) Bridge
   Camp Polk Road
   Deschutes County
   Grading, Paving and Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

81-125-1367

6. Crater Lake Ave. @ Delta Waters Rd.
   Crater Lake Avenue
   Jackson County
   Traffic Signals

   Same as No. 4.

7. Project withdrawn.

8. Project postponed.

9. Project postponed.

10. Washington State Line-Linn/Lane County Line
    Pacific Highway
    Multnomah, Washington and Clackamas Counties
    Signing

    Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Project withdrawn.

12. S.W. Farmington Rd. @ S.W. Murray Blvd.
    S.W. Farmington Road
    Washington County
    Grading, Paving, Signing and Signals

    Same as No. 4

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-98

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-15-85

State OREGON

County CLACKAMAS

Project Number HES-24(45)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5, 19 85 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000.00	$ 116,131.00
Federal funds	$ 13,500.00	$ 104,517.00
Other revisions		

This modification is made for the following reasons: Adding contract phase to project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of , 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 6, 1985

FEDERAL AID PROJECT NO. HES-24(45)

MT. HOOD HIGHWAY @ J. JARL ROAD SECTION
MT. HOOD HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 15,000.00
	TOTAL	$ 15,000.00

TYPE CODE Y008
CHANNELIZATION

Mobilization	Lump Sum	All	Lump Sum	$ 8,265.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	9,932.50
Temporary Signs	Sq. Ft.	214	10.00	2,140.00
Temporary Barricades	Each	7	22.00	154.00
Flaggers	Hour	100	20.00	2,000.00
ROADWORK				
General Excavation	Cu. Yd.	2,085	5.50	11,467.50
3/4"-0 Aggregate Base	Ton	130	8.80	1,144.00
Aggregate Base	Ton	1,300	8.80	11,440.00
Class "B" or Class "C" Asphalt Concrete	Ton	400	33.00	13,200.00
18-inch Culvert Pipe	Lin. Ft.	6	33.00	198.00
Delineators, Type 2	Each	10	22.00	220.00
Delineators, Type 3	Each	8	22.00	176.00
Seeding, Fertilizing and Mulching	Acre	1	1,100.00	1,100.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	220.00
Wood Sign Posts	Lump Sum	All	Lump Sum	440.00
Sign Support Footings	Lump Sum	All	Lump Sum	220.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	4,180.00
Type "AA" Signs in Place	Sq. Ft.	225	22.00	4,950.00
Type "C" Signs in Place	Sq. Ft.	7	8.80	61.60
Type "D" Signs in Place	Sq. Ft.	28	8.80	246.40
Flashing Beacon, Complete	Lump Sum	All	Lump Sum	13,145.00
				$ 84,900.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	500.00
Right of Way Monumentation	All Required	500.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	424.50
		$ 3,424.50
	SUBTOTAL	$ 88,324.50
	Engineering	12,806.50
	TOTAL	$101,131.00

Length of Project ------------------- 0.0 mile

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 15,000.00	$ 13,500.00	$ 1,500.00
Channelization	101,131.00	91,017.00	10,114.00
TOTAL	$116,131.00	$104,517.00	$11,614.00

Group 010: 0%; Group 011: 100%
Contract No. 10137
Prefix: C003-1955 (PE)
Prefix: C10137 (Const.)

Appn Code: 141

DRH:pf

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
8-16

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-7-85

Form Approved; O M B No. 04-R2089

State
Oregon

County
Clackamas

Project Number
HES-24(45)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 3 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,800.00	$ 15,000.00
Federal funds	$ 29,520.00	$ 13,500.00
Other revisions		

This modification is made for the following reasons: to change from state force order work to preliminary engineering work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of AUG , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon August 2, 1985

Federal-Aid Project No. HES-24(45)

Mt. Hood Highway @ J. Jarl Road Section
Mt. Hood Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 15,000.00
		Total	15,000.00

SUMMARY OF FUNDS 90%

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Retain in Program			
Construction	75,000.00	67,500.00	7,500.00
Total	$ 90,000.00	$ 81,000.00	$ 9,000.00

Group 1 100%
Prefix: 3-1078

RLC:bkb

TO BE COMPLETED BY FHWA 4-76	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Clackamas PROJECT NO. HES-24(45)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mt. Hood Highway @ J. Jarl Road Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		0.0

OTHER *(Specify)*

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,800.00	$ 29,520.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 5 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 3, 1985

Federal-Aid Project No. HES-24(45)

Mt. Hood Highway @ J. Jarl Road Section
Mt. Hood Highway
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY

Order for Force Work No. 1	All Required		$ 32,800.00
		Total	$ 32,800.00

Federal Funds (90%)	$ 29,520.00
State Funds	3,280.00
Total	$ 32,800.00

Group 1 100%
Prefix: 3-1078

DDB:bkb

10,137

November 13, 1985

CON 5 - 10,137

Fabricators, Incorporated
2705 Lancaster Drive, N. E.
Salem, OR 97305

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,137 for work on Mt. Hood Highway at J. Jarl Road in Clackamas County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company
421 S. W. Sixth Ave., Suite 600
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
James McNamee
L. E. George

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

October 29, 1985

Mr. John Widmer, EEO & Labor Comp.
Oregon State Highway Department
210 Transportation Bldg.
Salem, OR 97310

Re: Mt. Hood Hwy. @ J. Jarl Road, Bid 10-24-85

Dear Sir:

If awarded the above referenced project, we intend to subcontract the flagging to Pam Construction, Inc., Salem, OR, a woman owned business as follows:

BI 5 Flaggers 100 hrs @ $20 $2000.00

$2,000 divided by the total amount of contract $84,900 would make a total subcontracted percentage of 2.36 for the WBE goal.

For the DBE goal we intend to subcontract the signing items to TPT Services, Molalla, OR, a minority owned business as follows:

BI 3	Temporary Signs	214 sf @ $9.00	$1,926.00
BI 4	Temporary Barricades	7 ea @ 20.00	140.00
BI 11	Delineators, Type 2	10 ea @ 20.00	200.00
BI 12	Delineators, Type 3	8 ea @ 20.00	160.00
BI 14	Removal of Existing Sign Inst.	L.S.	200.00
BI 15	Wood Sign Posts	L.S.	400.00
BI 16	Sign Support Footings	L.S.	200.00
BI 17	Single Post Slip Base Sign Sup.	L.S.	3,800.00
BI 18	Type "AA" Signs in Place	225 sf @ 20.00	4,500.00
BI 19	Type "C" Signs in Place	7 sf @ 8.00	56.00
BI 20	Type "D" Signs in Place	28 sf @ 8.00	224.00
			$11,806.00

$11,806 divided by the total contract amount of $84,900 gives a total percentage subcontracted of 13.9.

Sincerely,

Roy L. Houck, III
Project Supt.

slk

RECEIVED
OCT 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Thomas Jones

November 7, 1985

AGR 4

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached for your files is a fully executed copy of an agreement to install a flashing beacon, signing, illumination, and a right-turn lane at the intersection of Mt. Hood Highway and J. Jarl Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

slp
Attachment

bc: Gary Potter (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: March 5, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Mt. Hood Highway @ J. Jarl Road
M.P. 22.15

A project has been requested to install a flashing beacon, signing, intersection illumination and a right turn lane at the subject location. A westbound exit to Orient Drive will be removed.

Construction and all phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
State	Mt. Hood Hwy. @ J. Jarl Road agreement 11-6-85 Clackamas County	$40,000	$36,000	$4,000	0

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB/dcb

APPROVED:

H S Coulter
State Highway Engineer

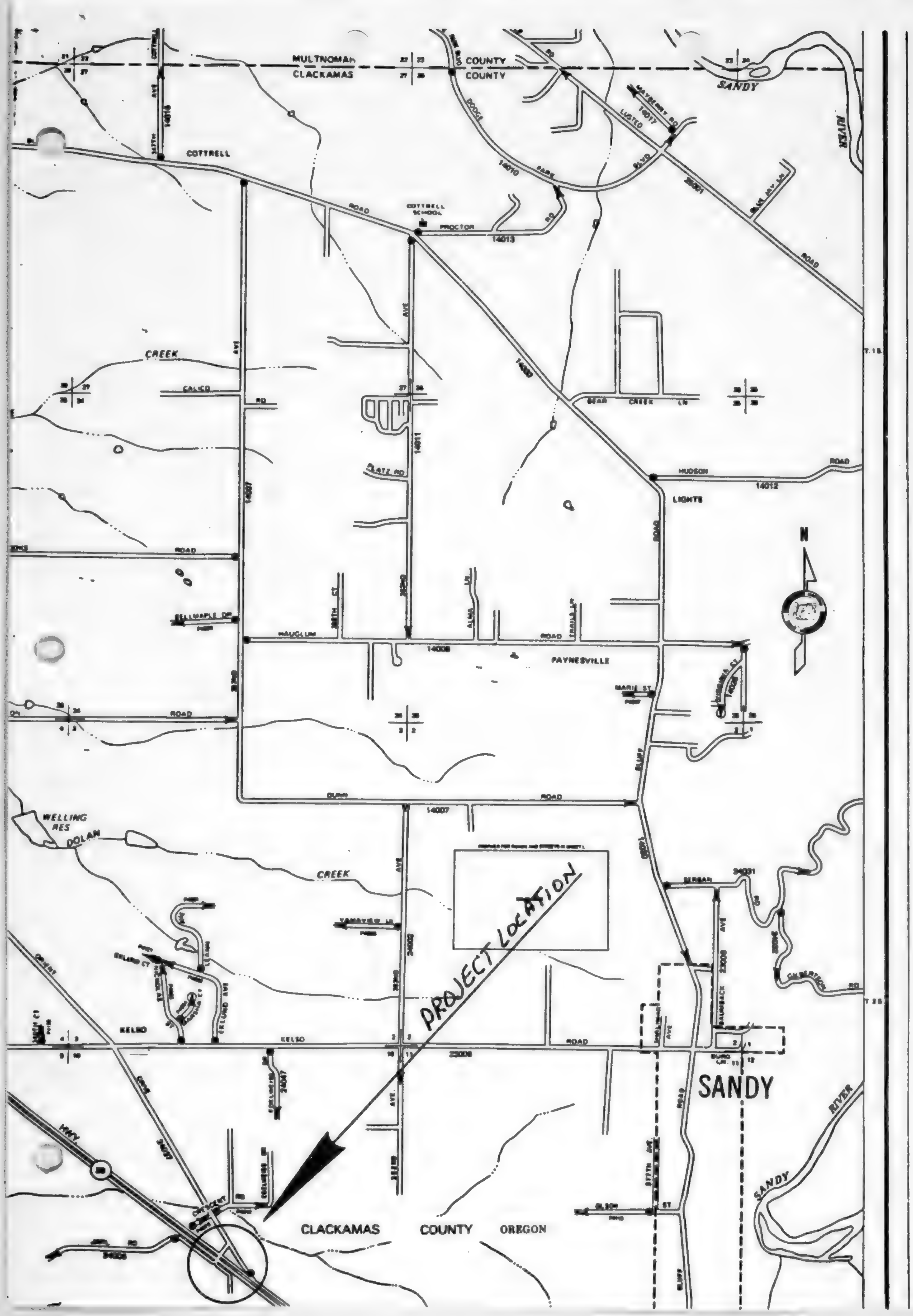
DATE: 3/5/85

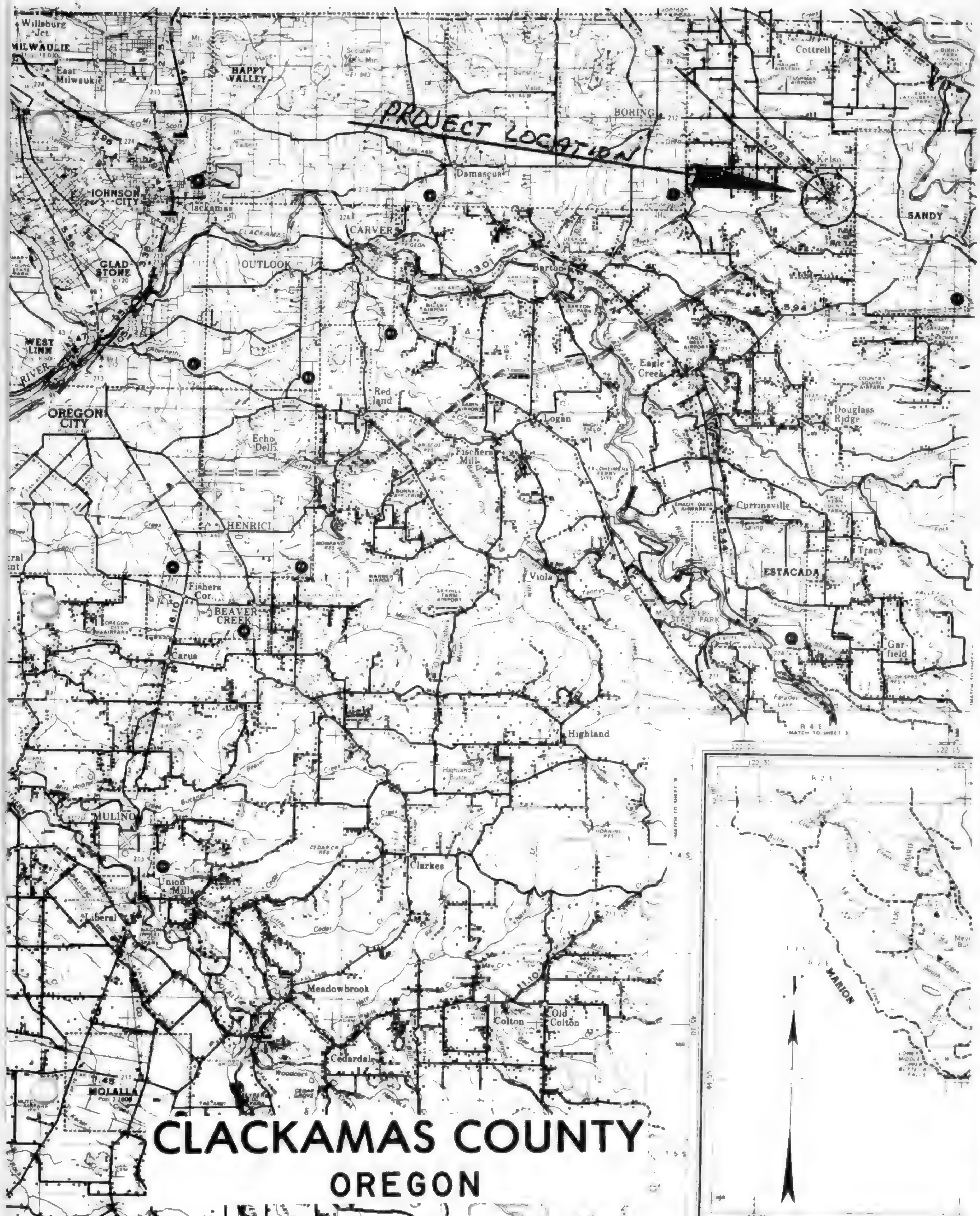
RECEIVED
MAR 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

orig Commission
cys
George
Acctg
Files
3-6

RECEIVED
STAT HWY ENGR
MAR 5 '85
REFER TO
FOR

81-125-1387


MULTNOMAH COUNTY
CLACKAMAS COUNTY
SANDY RIVER
COTTRELL
AVE
14016
COTTRELL ROAD
COTTRELL SCHOOL
PROCTOR
14013
RD
DODGE PARK BLVD
14010
LUSTED ROAD
25001
14017
BLUE JAY LN
CREEK
CALICO RD
AVE
14011
14030
BEAR CREEK LN
PLATZ RD
HUDSON ROAD
14012
LIGHTS ROAD
ROAD
14007
BELLMAPLE DR
HAUGLUM ROAD
14008
ALMA LN
TRAILS LN
PAYNESVILLE
MARIE ST
VIRGINIA CT
14028
ROAD
DURR ROAD
14007
BLUFF ROAD
WELLING RES
DOLAN CREEK
SERBAN
24031
AVE
24002
YAMAVIEW LN
AVE
23008
GILBERTSON RD
PROJECT LOCATION
KELSO ROAD
KELSO
23008
T.1S.
T.2S.
SANDY
AVE.
HWY
26
CRESCENT RD
CLACKAMAS COUNTY OREGON
ST
SANDY RIVER
N



PROJECT LOCATION
Willsburg Jct.
MILWAUKIE
East Milwaukie
HAPPY VALLEY
Boring
Cottrell
Kelso
SANDY
Damascus
JOHNSON CITY
Clackamas
CARVER
GLADSTONE
OUTLOOK
Barton
WEST LINN
Eagle Creek
Redland
OREGON CITY
Logan
Douglass Ridge
Echo Dell
Fischers Mill
Currinsville
HENRICI
Tracy
ESTACADA
Viola
Fishers Cor.
BEAVER CREEK
Garfield
Carus
Highland
MULINO
Union Mills
Clarkes
Liberal
Meadowbrook
Colton
Old Colton
Cedardale
MOLALLA
MARION

CLACKAMAS COUNTY

OREGON

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-24(45)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50219

6. TO

10-8-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE September 30, 1985

8. FEDERAL ROUTE NUMBER FAP 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Mt. Hood Hwy @ J. Jarl Road Section

11. GENERAL DESCRIPTION OF WORK

Channelization, Install flashing beacon

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Anticipated items as shown in your "PS&E" Estimate dated 9-25-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $96,411; Federal Funds $86,769.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/8/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE FOE

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-24(45)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50219

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 7-25-85

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Mt. Hood Highway at J. Jarl Rd. Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7-11-85 the following actions have been approved.:

1. Authorization to proceed with furnish and install flashing beacon, signing and illumination by State Forces is withdrawn.
2. Program Change adding "Preliminary Engineering" to character of proposed work including utility preparatory work and archeological salvage at a TEC of $15,000 - F.F. $13,500 is approved and you are authorized to proceed with the necessary work.

It should be noted that Preliminary Engineering charges prior to this authorization are not eligible for Federal-aid participation.

14. DATE 7/29/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

PRO

Date: July 11, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 50219
Project No. HES-24(45)
Mt. Hood Hwy. @ J. Jarl Road Sec.
Mt. Hood Highway
Clackamas County

I request your approval of Order for Force Work No. 1 revised for a total cost of $2,500 with obligation of $2,250 in Federal Funds. This is a decrease in obligation of $27,270. Attached are three copies of Order for Force Work No. 10 revised. Reimbursement will be on an actual cost basis.

This project was originally approved to be constructed by State forces, however, cost of doing the work increased and the decision was made to contract the project.

Therefore, I request authorization proceed with all phases of preliminary engineering including utility preparatory work and archaeological salvage necessary to obtain PS&E approval at an estimated total cost of $15,000 with an obligation of $13,500 in Federal Funds.

I also request program changes as follows:

1) Character of Proposed Work --- add "PE"

2) Change "Estimated Project Cost by Phase" to read ---

Work Type	TEC	FF	SF
PE	15,000	13,500	1,500
Construction	75,000	67,500	7,500
Project Totals	90,000	81,000	9,000

Form 734-3122

3) On back of PR-1 under Project Data: ---insert "Preliminary engineering, all phases, including utility preparatory work and archaeological salvage."

4) Change Data for FHWA 37's: to read---

Code	Cost
Y008	$49,000
Y030	18,500
Y031	7,500

GAP:DRH:jc

Attachments

cc: L. E. George
E. L. Hardt (Metro)
Wayne Schulte (Metro)
General Files

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02867

SECTION	Mt. Hood Hwy @ J. Jarl Road		COUNTY	NO.	REGION
HIGHWAY	Mt. Hood	NO. 26	Clackamas	3	Metro
			AUTHORIZATION NO. 1	PROJECT EA C003-1955	DATE 6-28-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICE	1000	5,000	5,000	914 UTILITY LIAISON	7783		
					1096	500	500
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A			916 PHOTOGRAMMETRY SERVICES	7142		
	N/A			917 INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			920 PROJECT PROGRAMMING	06(0 0)	100	100
903 FINAL DESIGN BRIDGE AND FOUNDATION	74( )			921 SPECIFICATIONS AND ESTIMATES	7200	2,500	2,500
	7420			922 ENVIRONMENTAL STUDIES	75( )		
					75( )		
904 PRELIMINARY DESIGN	7110						
				923 AIR MONITORING	7510		
905 FINAL DESIGN	73(0 0)	2,000	2,000	927 FREE BRIDGE DESIGN	74( )		
906 REDESIGN	73( )				74( )		
907 T.P.D.T. DESIGN	73(3 1)	500	500	929 FREE BRIDGE SPECIFICATIONS	7200		
908 FIELD TESTING	1094	500	500	933 BASE DESIGN	7141		
909 RIGHT-OF-WAY DESCRIPTION	7111			934 GEOTECHNICAL INVESTIGATION	7120		
910 RIGHT-OF-WAY MAPS	7111			937 HYDRAULIC STUDIES	7143		
911 SIGN AND SIGNAL DESIGN	76(1 1)	2,000	2,000	949 SYSTEM STUDIES	N/A		
	76(1 5)	200	200	960 PROCESS PROJECT PROSPECTUS	7144		
	1052	1,000	1,000	961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73( )			962 RECONNAISSANCE SURVEY	71( )		
913 RIGHT-OF-WAY LIAISON				963 REVIEW FIELD SURVEYS	7113	500	500

1 RDE
4 FDE
LE
SE
4 PPO
2 PDE
LPE
GTE

RECEIVED
AUG 15 1985
3 Edwards
ROAD DESIGN
SECTION

BPC
FDB
CA
Copy All
Return To
B/U / /

734-1914 (1-85)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID#

SECTION
Mt Hood Hwy @ J. Jarl Road

REGION
Metro

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000 E.						
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

TOTALS	$ 14,800 | $ 14,800
PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

RIGHT-OF-WAY EA

PE FUNDING: Federal

FEDERAL AID PROJECT NUMBER: HES-24(45)

LOCATION ENGINEER'S REMARKS

This project was going to be completed by state forces however, the project became to large and it was decided to make it a contract project. This authorization cancels and replaces prefix C003-1078 SFO.

PREPARED BY Paul D. Singer	DATE 6-28-85	APPROVED, ASST. HIGHWAY ENGINEER X Dennis O. Christensen	DATE 7/11/85
RECOMMENDED, REGION ENGINEER X Original Signed by Ed Hardt	DATE 2-8-85	DEP. OR STATE HIGHWAY ENGINEER APPROVAL DATE 3-5-85	
RECOMMENDED, LOCATION ENGINEER X Ed Hardt	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-25-85	

PROJECT PROSPECTUS

PART 1 - - PROJECT REQUEST Revised 84-110

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02867

SECTION	Mt. Hood Highway at J. Jarl Road
REGION	Metro Region
STATE HIGHWAY #	26
HIGHWAY NAME	Mt. Hood
MILE POST	FROM 22.15 TO
LENGTH	
☐ URBAN ☒ RURAL	
CITY	
COUNTY	Clackamas
ROAD/STREET NAME	J. Jarl Road
ROUTE #	26
FEDERAL AID #	FAP 24
APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 15 ~~2.2~~	GRADING (✓)	X	FILES (#)	N/A
RIGHT OF WAY		$ N/A	PAVING (✓)	X	ACRES (#)	N/A
ROADWAY	$ 61.9 ~~11~~		STRUCTURES (✓)	N/A	RELOCATIONS (#)	N/A
STRUCTURES	$ N/A		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 17.2 ~~15~~		SIGNALS (✓)	N/A	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ Included		ILLUMINATION (✓)	X	CONSTRUCTION ENGINEERING (S,C,A)	S
11% TEMPORARY PROTECTION	$. 1.5 ~~1.2~~		Flashing Beacon	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
20 ~~40%~~ ~~50%~~ ENGINEERING & CONTINGENCIES	$ 16.1 ~~5.6~~		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 96.7 ~~32.8~~	WORK TYPE (1-12)	8	☒ CONTRACT ~~☒ STATE FORCE~~	☐ OTHER
TOTAL ESTIMATE		$ 111.7			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	ON SHOULDER	
AVERAGE DAILY TRAFFIC	16,000	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

History of turning and angle-type accidents at the intersection.

PROPOSED SOLUTION

Flashing beacon, signing, widening for right-turn lane, remove existing westbound exit to Orient Drive; install illumination.

REQUESTED, REGION ENGINEER Edward L. Hardt	DATE 2/8/85
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJE PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02867

SECTION Mt. Hood at J. Jarl Rd.

REGION Metro

PROJECT JUSTIFICATION

Recent history of accidents, including one fatal. Two intersections in relatively close proximity causes drivers confusion.

ADMINISTRATION RECOMMENDATION

PROJ MGR: EJ DUNN

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS 84-110

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02867

SECTION Mt. Hood Highway @ J. Jarl Road

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES

Portland General Electric
NW Natural Gas
Pacific NW Bell
General Telephone of the NW

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	Rt. Turn LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10'		12'	12'	16'	12'	12'		10'				
PROPOSED																
				10'		12'	12'	16'	12'	12'	12'	(10' Normal)				

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

Wayne
7/15/85

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Mt. Hood Hwy at J. Jarl Rd.	KEY ID # 02867
	REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

10/1/85

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NH
SLVB

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

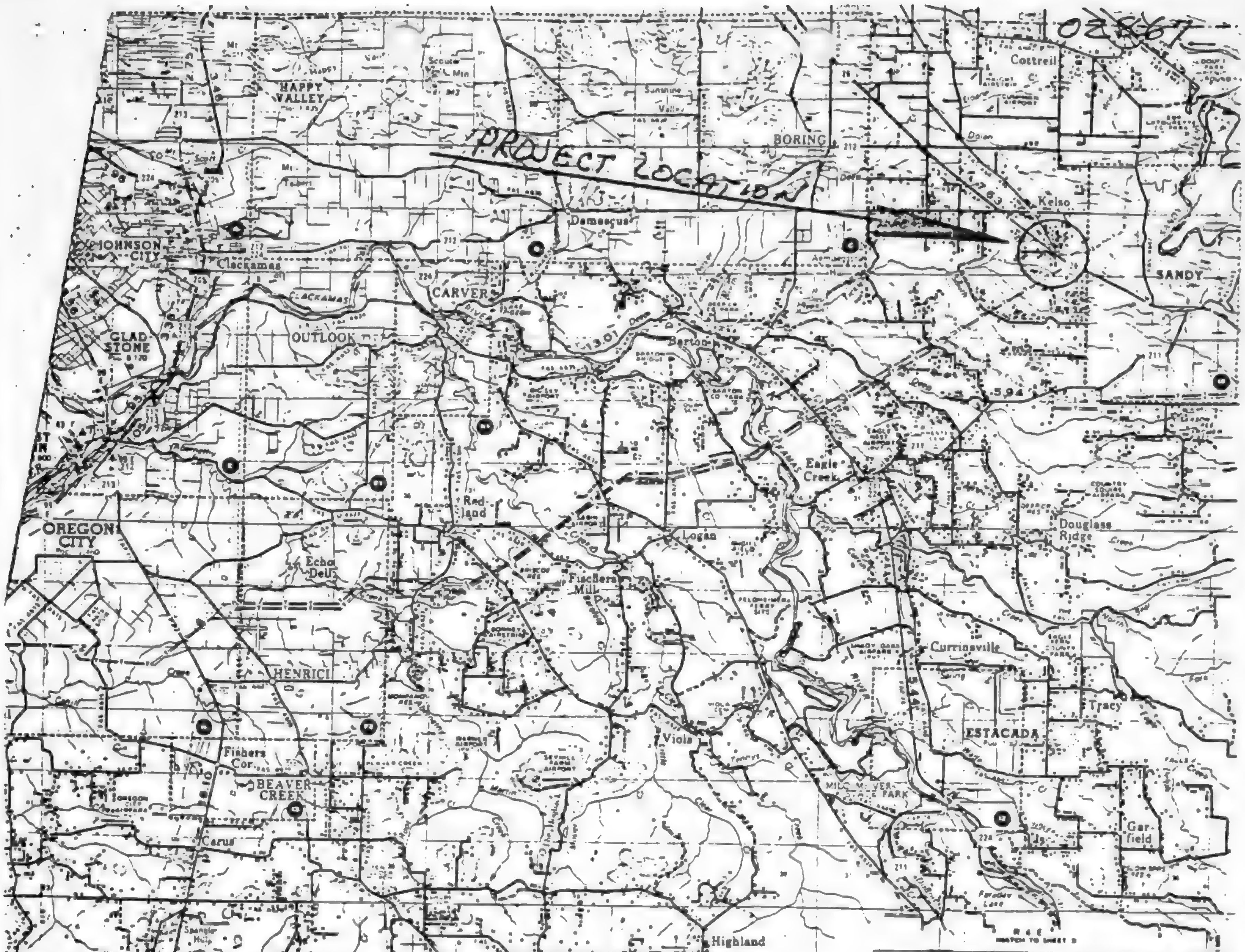
☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

[illegible]


HAPPY VALLEY
BORING
Cottrell
Kelso
SANDY
JOHNSON CITY
Clackamas
Damascus
CARVER
GLADSTONE
OUTLOOK
Barton
Eagle Creek
Red-land
OREGON CITY
Echo Dell
Logan
Fischers Mill
Douglass Ridge
Currinsville
HENRICI
Tracy
ESTACADA
Viola
Fishers Cor
BEAVER CREEK
MILO McIVER PARK
Garfield
Carus
Highland
Spangler Hill
Highland Butte
MULINO
Clarkes
Union Mills
Liberal
Meadowbrook
Colton
Old Colton
Cedardale
MOLALLA
MARION

PROJECT LOCATION

02867

CLACKAMAS COUNTY

OREGON

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-24(45)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 50219

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-29-85
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

MT. HOOD HIGHWAY AT J. JARL ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Furnish and install flashing beacon, signing, and illumination.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ X CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated March 3, 1985 you are authorized to proceed with the necessary work by State Forces as being cost effective at a TEC of $32,800; Federal Funds $29,520.

PS&E documents as represented by SFO #1 have been reviewed together with attachments and are approved. Mr. Potter's certification for R/W and utilities are accepted.

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
4/8

14. DATE 4/2/85
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hassner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: March 22, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50219
Project No. HES-24(45)
Mt. Hood Hwy. @ J. Jarl Road Sec.
Mt. Hood Highway
Clackamas County

Attached data consists of PR-1 forms with project maps, investigation report, Safety Priority Index System data sheet, collision diagram, Illumination Warrant Computation sheet, other traffic data, pictures, sketch maps and three copies of "Order For Force Work No. 1".

I request approval to accomplish the work with state forces for it is cost effective based on the following:

a) The job is so small that it is not reasonable to have a full preliminary engineering survey for the project.

b) No need for printing of bidding plans, specifications, advertising and letting of contract. This will reduce cost for the project and will reduce the time for completion of work.

c) A state crew is available to start work on this project.

I also request your approval of the "Order For Force Work No. 1" at a total cost of $32,800 with an obligation of $29,520 in federal funds. Reimbursement will be claimed on actual cost basis.

There is no conflict with utilities anticipated to the best of my knowledge and no right-of-way required for this project.

It is my intention to use the project map for the project plans until the as constructed plans are available.

DRH:bkb
Attachments
cc: L.E. George
E.L. Hardt, Metro
Wayne Schulte, Metro
Karen Bunk, Metro
~~General~~ Files

Form 734-3122

1985 Columbia River Hwy @ "A" 10,138
St. (Columiba City)Sec. of Col. R. Hwy.
in Col. City. (Grading & paving)

C4A 8289 1-23-85

10,138 1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-121 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12-18-87	Form Approved; O M B No. 04-R2089 State Oregon County Columbia Project Number HES-1(37)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 18, 19 84,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 93,960	$ 96,880
Federal funds	$ 84,564	$ 87,192
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of DEC, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph M. Speight for
Manager, Program Section
(Title)

~~By~~ For: Larry Rulien
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 15, 1987

FEDERAL AID PROJECT NO. HES-1(37)

LOWER COLUMBIA RIVER HIGHWAY @ "A" ST.
(COLUMBIA CITY) SECTION
LOWER COLUMBIA RIVER HIGHWAY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 10,000.00
		$ 10,000.00

TYPE CODE Y008
CHANNELIZATION (STA. 445+40 TO 458+55)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
General Excavation	CY	$ 7.15	1,600	$ 11,440.00	2,008.39	$ 14,360.00	
				$ 11,440.00		$ 14,360.00	
						Total Increase	$ 2,920.00
Total as From Previous Estimate of 12-5-85, Including Engineering							79,380.00
						Total	$ 82,300.00

Length of Project 0.0 mi.

RETAIN IN RESERVE

Permanent Signing	All Required		$ 2,000.00
Remove & Reinstall Existing Signs	All Required		2,000.00
		Subtotal	$ 4,000.00
		Engineering	580.00
		Total	$ 4,580.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
P.E.	141	$ 10,000.00	$ 9,000.00	$ 500.00	$ 500.00
Channelization	141	82,300.00	74,070.00	4,730.00	3,500.00
Subtotal		$ 92,300.00	$ 83,070.00	$ 5,230.00	$ 4,000.00
Reserve	141	4,580.00	4,122.00	458.00	---
Total		$ 96,880.00	$ 87,192.00	$ 5,688.00	$ 4,000.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. 10,138
Prefix: C005-1913
Prefix: C10138
DDB:bkw

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
12-88

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State
OREGON

County
COLUMBIA

Project Number
HES-1(37)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 84. is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000.00	$ 93,960.00
Federal funds	$ 9,000.00	$ 84,564.00
Other revisions		

This modification is made for the following reasons: Adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of DEC, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

5 - File

Oregon State Highway Division
Salem, Oregon December 5, 1985

Federal Aid Project No. HES-1(37)

Lower Columbia River Highway @ "A" St.
(Columbia City) Section
Lower Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required			$ 10,000.00
			Total	$ 10,000.00

Type Code Y008
Channelization (Sta. 445+40 to Sta. 458+55)

Mobilization	Lump Sum	All	Lump Sum	$ 6,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500.00
Temporary Signs	Sq. Ft.	172	5.00	860.00
Temporary Baricades	Each	2	250.00	500.00
Flaggers	Hour	150	20.00	3,000.00
General Excavation	Cu. Yd.	1,600	7.15	11,440.00
Treated Base	Ton	1,150	20.50	23,575.00
Aggregate Shoulder	Ton	370	12.75	4,717.50
Class "B" or Class "C" Asphalt Concrete	Ton	380	32.00	12,160.00
Extra for Asphalt Approaches	Each	1	250.00	250.00
				$ 65,002.50

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,400.00
Remove Pavement Striping (Exist. & Temp.)	All Required		600.00
Roadside Seeding & Mulching	All Required		1,000.00
EEO/Labor Compliance Monitoring	(0.5%)		325.01
			$ 4,325.51
		Subtotal	$ 69,327.31
		Engineering	10,052.49
		Total	$ 79,380.00

Length of Project 0.0 mi.

Retain in Reserve

Permanent Signing	All Required		$ 2,000.00
Remove & Reinstall Existing Signs	All Required		2,000.00
		Subtotal	$ 4,000.00
		Engineering	580.00
		Total	$ 4,580.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 10,000.00	$ 9,000.00	$ 500.00	$ 500.00
Channelization	79,380.00	71,442.00	4,438.00	3,500.00
SUBTOTAL	$ 89,380.00	$ 80,442.00	$ 4,938.00	$ 4,000.00
Reserve	4,580.00	4,122.00	458.00	
TOTAL	$ 93,960.00	$ 84,564.00	$ 5,396.00	$ 4,000.00

Group 011: 100%; Group 010: 0%
Contract No. 10,138
Prefix: C005-1913
Prefix: C10138

DDB:bkb DRH:pf

State
VISION FILE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-214	US Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 1		Project Number HES-1(37)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,400.00	$ 10,000.00
Federal funds	$ 3,960.00	$ 9,000.00
Other revisions		

This modification is made for the following reasons:

To include approved increase in preliminary engineering expenditure.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

[illegible] 1/18/85

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

[illegible]

Oregon State Highway Division
Salem, Oregon January 30, 1985

Federal-Aid Project No. HES-1(37)

Lower Columbia River Hwy. @ "A" St.
(Columbia City) Section
Lower Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 10,000.00
		Total	$ 10,000.00

Length of Project ---------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 9,000.00	$ 1,000.00
Retain in Program			
Contract Work	40,600.00	36,540.00	4,060.00
TOTAL	$ 50,600.00	$ 45,540.00	$ 5,060.00

Group 1: 100%
Prefix: 5-1913

WH:me

STATE COPY

TO BE COMPLETED BY FHWA 12-231	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Columbia PROJECT NO. HES-1(37)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lower Columbia River Hwy @ "A" St

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12/2/84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT $ 4,400.00	FEDERAL FUNDS $ 3,960.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By

Manager, Program Section

(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator DEC 18 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon December 13, 1984

Federal-Aid Project No. HES-1(37)

Lower Columbia River Hwy. @ "A" St.
(Columbia City) Section
Lower Columbia River Highway
Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 4,400.00
		Total	4,400.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,400.00	$ 3,960.00	$ 440.00
Retain in Program Contract Work	40,600.00	36,540.00	4,060.00
Total	$ 45,000.00	$ 40,500.00	$ 4,500.00

Group 1 100%
Prefix: 5-1913

DDB:bkb

10 - 3 x

BW cc: OSHD (Pulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 2	**COUNTY** Columbia	**DIVISION** Oregon
DATE OF REPORT September 18,87	**REPORT MADE BY** Larry Heil, Assistant Area Engineer		**PROJECT NO.** HES-1(37)
COMPLETION DATE (Actual) June 13, 1987	**ACCEPTANCE DATE BY CONRTACT AGENCY** February 26, 1987	**TIME ELAPSED** 100 %	**CONTRACT TIME** 45 CD or SCD June 30, 1986

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER HWY @ "A" ST.
COLUMBIA RIVER HWY (COLUMBIA CITY)
Grading and Paving

This project provided for widening the highway at this intersection to provide a left-turn lane for northbound traffic turning into "A" street.

The Contract work was awarded to Lakeside Industries on November 21, 1985. Work started May 2, 1986 and was completed June 13, 1986, within the specified completion date. The final project cost underran the original authorization of $93,960 by 7½%. There were no contract claims or materials problems.

All physical construction and materials incorportated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Larry Heil		**SIGNATURE**	
TITLE Assistant Area Engineer	**DATE** 9-24-87	**TITLE** District Engineer A	**DATE** 9-24-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,138

N

March 30, 1987

CON 5 - #10,138

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On March 4, 1987, we wrote to you concerning release of final payment on Contract No. 10,138 awarded to Lakeside Industries, a J.V. for work on the Columbia River Highway at "A" Street (Columbia City) in Columbia County.

Final payment on this contract is $3,419.86 and the total contract amount is $71,816.98, including $4,799.80 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Lakeside Industries, a J.V.
P.O. Box 576
Longview, WA 98632

United Pacific Insurance Company
825 NE Multnomah, Suite 300
P.O. Box 5669
Portland, OR 97228

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,138

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10138

TO: Commission Services **DATE:** February 26, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10138 , On Site Work Substantially Completed June 13, 1986

All Work Completed January 7, 1987

Project Columbia R. Hwy. @ "A" St. (Columbia City)

Highway Columbia River

County Columbia

Type of Work Grading and Paving

Contractor Lakeside Industries

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 3-4-87

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

WEEK ENDING: January 17, 1987
CONTRACT NO: 10138
F A PROJECT NO: HES 1 (97)
DATE OF AWARD: November 21, 1985
FIRST NOTIFICATION DATE: May 2, 1986
ESTIMATED DATE OF COMPLETION, OR
SECOND NOTIFICATION DATE AND: June 13, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: December 19, 1986
AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT NAME (SECTION): Columbia River Hwy @ "A" St. (Columbia City)
HIGHWAY: Columbia River Highway
COUNTY: Columbia
CONTRACTOR: Lakeside Industries
KIND OF WORK: Grading, Paving

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 83,960.00
ESTIMATED PROJECT COST $ 83,254.00
ESTIMATED PERCENT OVERRUN/UNDERRUN 1.0 %

ENGINEERING

AUTHORIZATION $ 7,332.00
COST THIS WEEK $ 0.00
TOTAL TO DATE $ 11,982.00
PERCENT OF AUTHORIZATION 163 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD	06/30/86	45	4.3	9	YES

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,600 CY	1,150 TN	380			
EST. CORRECTED QUANTITIES	1,800 CY	1,059 TN	375			
EST. PERFORMED TO DATE	1,800 CY	1,059 TN	375			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

Third Notification setn 1-7-87
Final report sent!

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Mark Foster for Robert Heard

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

L. W. RULIEN

In Reply Refer to File No.

CON 5
10138

RECEIVED
STATE HWY ENGR
NOV 6 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: August 4, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-1(37)

Contract 10138, Work Completed June 13, 1986

Project Col. River Hwy. @ "A" St. (Col. City)

Highway Columbia River

County Columbia

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Oct. 22, 1986

G. K.
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

RECEIVED
AUG 04 1986
[illegible]

734-2023 (2-85)

January 21, 1986

CON 5 - 10,138

Lakeside Industries, A JV
P. O. Box 576
Longview, WA 98632

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,138 for work on Columbia River Highway at "A" Street in Columbia City, Columbia County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: United Pacific Insurance Company
Bond Department
33405 Eighth Avenue So. C-3000
Federal Way, WA 98003

United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Walter G. Bartel

*DRIVEWAYS
*STREETS & ROADS
*PARKING LOTS
*TENNIS COURTS
*PLAY AREAS
"THE PAVING PEOPLE"
Residential · Commercial · Industrial

LAKESIDE INDUSTRIES
P. O. Box 576 • 500 Tennant Way
Longview, Washington 98632
Phone 1 - 206 - 423 - 6882

October 28, 1985

Department of Transportation
121 Transportation Building
Salem, Ore. 97310

Attn.: Robert Gormser

Re: Columbia River Hwy.
"A" St. (Col. City)

Mr. Gormser;

As per your request we are submitting the following DBE and WBE contractors for our assigned contract goals.

DBE	Junlo Corp	Item 2,3,& 4	$1,350.00
WBE	Castle Rock Const.	Item 5	$1,000.00

Please review our submittal and contact me at my office if you have any questions.

Sincerely,

Randy E. Dec

Randy E. Dec

RECEIVED
OCT 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

LAKESIDE INDUSTRIES

JOINT VENTURE AGREEMENT

THIS AGREEMENT is made and entered into this 1st day of April, 1984 by and between WASHINGTON ASPHALT CO., INC., RED-SAMM MINING COMPANY, INC., B & K PAVING CO., INC., all Washington corporations.

IT IS AGREED AS FOLLOWS:

1. The parties continue to hereby associate themselves as joint venturers doing business under the name Lakeside Industries. Each of the corporations will continue to conduct all business in said Joint Venture.

2. Washington Asphalt Company, Inc. shall be the managing agent for the Joint Venture, and as managing agent, shall manage and supervise the operations of the Joint Venture, keep and maintain books and records of all Joint Venture transactions, execute and deliver contracts for and on behalf of the Joint Venture, negotiate and manage all loans and financing arrangements for and on behalf of the Joint Venture, supervise and direct personnel of the Joint Venture, and do all things which are beneficial to the day-to-day operations of the Joint Venture.

DATED THIS 1st DAY OF APRIL, 1984.

RECEIVED
DEC 17 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAKESIDE INDUSTRIES

JOINT VENTURE AGREEMENT

WASHINGTON ASPHALT CO., INC.

By Larry Darnell
President

By
Assistant Secretary

B & K PAVING CO., INC.

By Larry Darnell
President

By
Assistant Secretary

RED-SAMM MINING COMPANY, INC.

By Larry Darnell
President

By
Assistant Secretary

RECEIVED
[illegible] 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

```
FMBL.42-1                                                  RUN 01/17/86  03119
           BILLING STATEMENT FROM HIGHWAY DIVISION                PAGE   30
                              01/17/86

      CUSTOMER NO: 0000600369-00

      CITY OF COLUMBIA CITY
      FINANCE OFFICER
      CITY HALL
      COLUMBIA CITY            OR  97018

                    C U R R E N T   C H A R G E S

AGREEMENT    DESCRIPTION                   CURRENT        PAST DUE          TOTAL

F03552-01 HES 1 (37)   12/85
   COLUMBIA CITY/COLUMBIA RIVER HWY          25.86            2.47          28.33

     T O T A L   C H A R G E S               25.86            2.47          28.33

      TO ENSURE PROPER CREDIT, RETURN THE ATTACHED COPY OF THIS
      STATEMENT WITH YOUR REMITTANCE.

      *** PLEASE REMIT TO ***

      OREGON DEPARTMENT OF TRANSPORTATION          (503) 378-5034
      434 TRANSPORTATION BUILDING
      SALEM                    OR  97310
```

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 23 1986
REFER TO ______________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Richard Dorn.

10 [illegible]

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: December 6, 1985

E S Hunter

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 24, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 24, 1985 on the following projects:

1. Project postponed.

2. Mt. Hood Hwy. @ J. Jarl Road
Mt. Hood Highway
Clackamas County
Grading and Paving

Roadway shoulder adequately accommodates bicycles.

3. Columbia River Hwy. @ "A" St. (Columbia City)
Columbia River Highway
Columbia County
Grading and Paving

Same as No. 2.

4. Cape Arago Hwy. @ Oak Street
Cape Arago Highway
Coos County
Traffic Signals

Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Squaw Cr. (Camp Polk Road) Bridge
Camp Polk Road
Deschutes County
Grading, Paving and Structure

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

6. Crater Lake Ave. @ Delta Waters Rd.
   Crater Lake Avenue
   Jackson County
   Traffic Signals

   Same as No. 4.

7. Project withdrawn.

8. Project postponed.

9. Project postponed.

10. Washington State Line-Linn/Lane County Line
    Pacific Highway
    Multnomah, Washington and Clackamas Counties
    Signing

    Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Project withdrawn.

12. S.W. Farmington Rd. @ S.W. Murray Blvd.
    S.W. Farmington Road
    Washington County
    Grading, Paving, Signing and Signals

    Same as No. 4

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

October 28, 1985 PRO

Jean M. LeMont
City Recorder-Treasurer
City of Columbia City
1755 Second Place
Columbia City, OR 97018

Dear Ms. LeMont:

On October 24, 1985 we received a satisfactory bid from Lakeside Industries, P.O. Box 1379, Bellevue, WA 98009 for the Columbia River Hwy. at "A" St. (Columbia City) Section.

The miscellaneous contract agreement No. 8289 requires the city to pay 66 2/3 percent of the local matching funds for this construction. The city's share is computed as follows:

Contractor's Bid		$65,002.50
Anticipated Additional Items:		
Permanent Signing	$ 2,000.00	
Permanent Pavement Striping	2,400.00	
Remove Pavement Striping (Exist. & Temp.)	600.00	
Roadside Seeding & Mulching	1,000.00	
Remove and Reinstall Exist. Signs	2,000.00	
EEO/Labor Compliance Monitoring (.5%)	325.01	8,325.01
		$73,327.51
Contingencies (4 1/2%)		3,299.74
Engineering (10%)		7,332.75
Total Cost		$83,960.00
Less Federal Funds (90%)		75,564.00
Matching Cost		$ 8,396.00
City's Share (66 2/3%)		5,597.33
Maximum Amount Required from City		$ 4,000.00

Please submit your $4,000.00, which should arrive not later than November 15, 1985 using one of the three options for payment described in the attachment.

11-21-85 Acctg has
Power of Atty RLD

Very truly yours,

Richard L. Dorn, P.E.
Special Programs Coordinator

RLD:bkb
Atachment
bcc w/AD #85-124: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #85-124 when deposited.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1(37)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50117

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE September 30, 1985
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Lower Columbia River Hwy @ "A" St. Section (Columbia City)

11. GENERAL DESCRIPTION OF WORK
Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 9-30-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $99,055; Federal Funds $89,149.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/8/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,38

OREGON STATE HIGHWAY DEPARTMENT

TO: WAYNE SCHULTE

SUBJECT: GRADE AND PAVE PLANS
Columbia River Hwy. at "A" St. (Columbia City)

FROM: CURT DUVAL

DATE: July 19, 1985

No comments from Curt Duval, Tom Schwab, Jef Kaiser, Dave Simpson, Don Fantz, and Jim McClure.

Following comments were:

Paul Hailey - Comments were made by Carl Mickelson and are highlighted in pink on Sheet No. 3. Twelve inch pipe and inlet is shown connected to a telephone conduit. Twelve inch pipe and inlet should be eliminated.

Ron Failmezger - Minor drafting adjustment as shown on plan Sheet No. 3 highlighted in blue.

Dick Fleming - Comments were made by Darrel E. Cox and are highlighted in yellow on Sheet No. 3. On the north side of Columbia River Hwy. are located two underground telephone cables and a 6-5/8" gas line. On the south side of Columbia River Hwy. is located a 16" gas line. On the east side of "A" Street is located an underground telephone cable in 53' x 3-1/2" steel conduit.

cc: Rick Kuehn

Curtis H Duval
(SIGNATURE)

PLEASE REPLY HERE

Don Trout:

Comments from Metro Staff returned to you for further handling. Col. City comments returned to you on 7/16/85

Forwarded to Final Design
7-24-85

CC:

Wayne Schulte
(SIGNATURE)

7/22/85
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Length Of Project - 0.26 Mile

COLUMBIA RIVER HWY. AT "A" ST. (COLUMBIA CITY) SEC. COLUMBIA RIVER HIGHWAY COLUMBIA COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HES.

F OREGON

TRANSPORTATION

/AY DIVISION

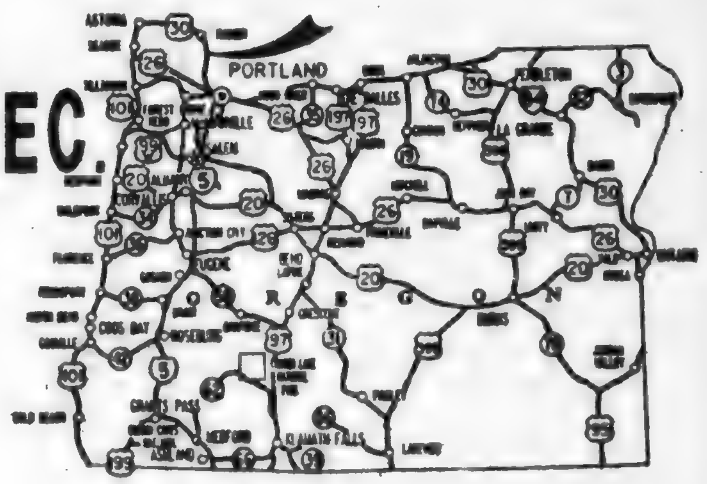
OPOSED PROJECT

PRELIMINARY COPY
JUL 8 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

A" ST. (COLUMBIA CITY) SEC.

VER HIGHWAY

A COUNTY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KLAMATH FALLS
ASHLAND
LAKEVIEW
BURNS
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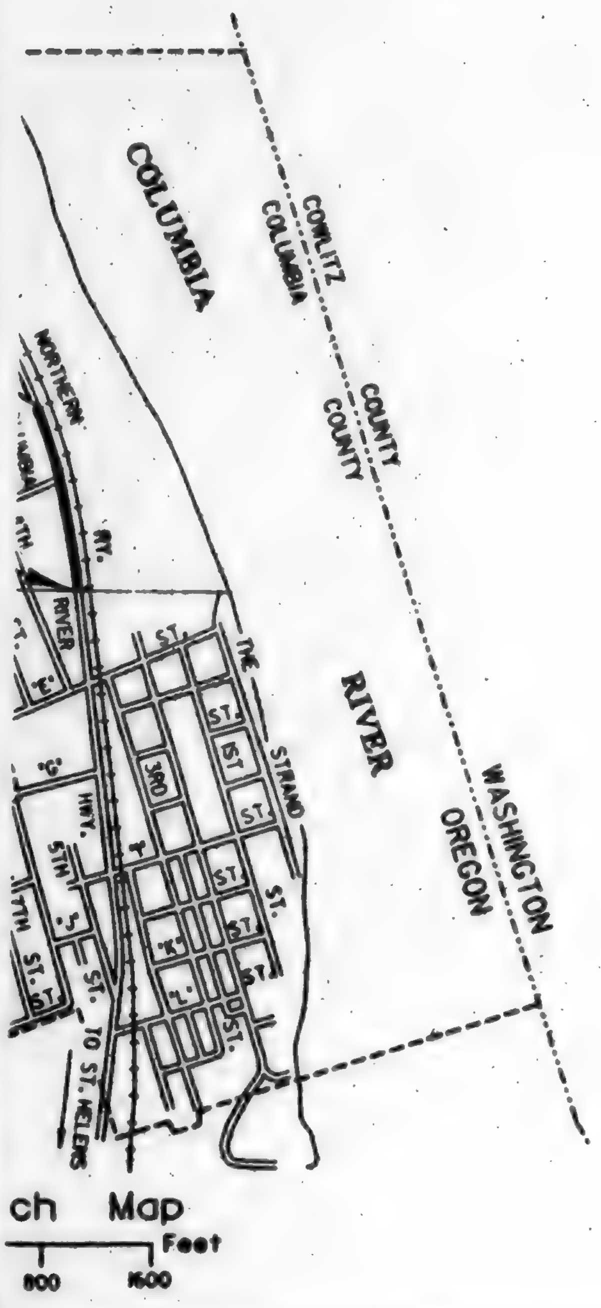
PRELIMINARY COPY
SUBJECT TO CHANGE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ch Map

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter	E. S. Hunter
STATE HIGHWAY ENGINEER	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

10,138

F OREGON

TRANSPORTATION

VAY DIVISION

OPOSED PROJECT

Length Of Project - 0.26 Mile

7-12-85

PRELIMINARY COPY
JUL 8 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

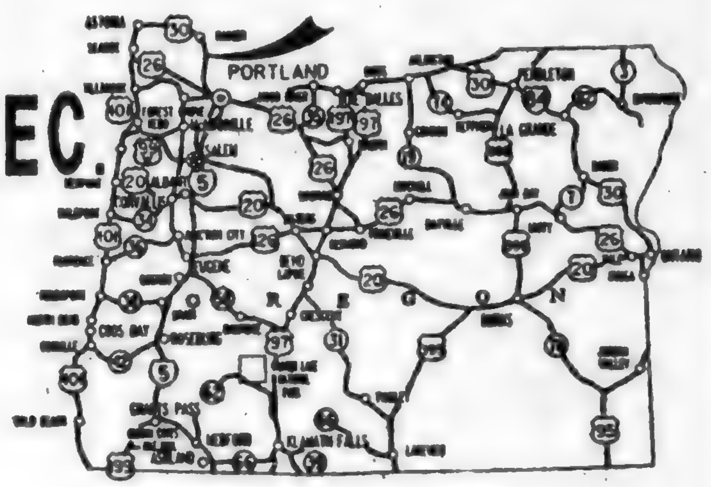
COLUMBIA RIVER HWY. AT "A" ST. (COLUMBIA CITY) SEC. COLUMBIA RIVER HIGHWAY COLUMBIA COUNTY					SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON				See Index

H.E.S.

'A" ST. (COLUMBIA CITY) SEC.

IVER HIGHWAY

IA COUNTY


PORTLAND
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O R E G O N
COOS BAY
GRANTS PASS
MEDFORD
ASHLAND
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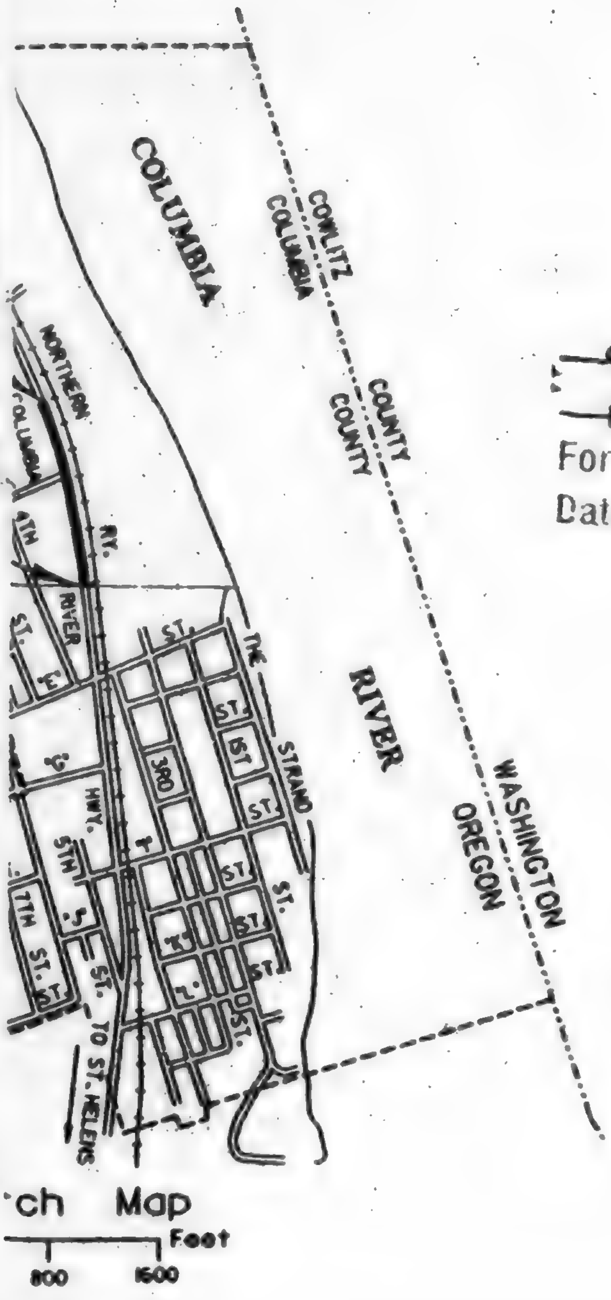
COLUMBIA
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COLUMBIA
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OREGON
TO ST. HELENS
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Feet
800
1600

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED AS NOTED
Edward A Crane
HGE INC. ENGINEERS
For CITY of COLUMBIA CITY
Date JULY 12, 1985

Forwarded to Final Design 7-19-85 RBW

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

File 2-P-1
Columbia
City

January 23, 1985

City of Columbia City
City Hall
Columbia City, OR 97018

AGR 4-1

Attention: Jean M. LeMont
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8289

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of a left-turn refuge at the intersection of Lower Columbia River Highway and "A" Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 8, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Lower Columbia River Highway @ "A" Street (Columbia City)

A project has been requested to install a left turn refuge at the subject location.

Construction will be by contract with all phases of engineering being performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
State	Lower Columbia River Highway @ "A" Street (Columbia City) Columbia County	$45,000	$40,500	$4,500	0

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George

L. E. GEORGE - TRAFFIC ENGINEER

APPROVED:

H Coulter

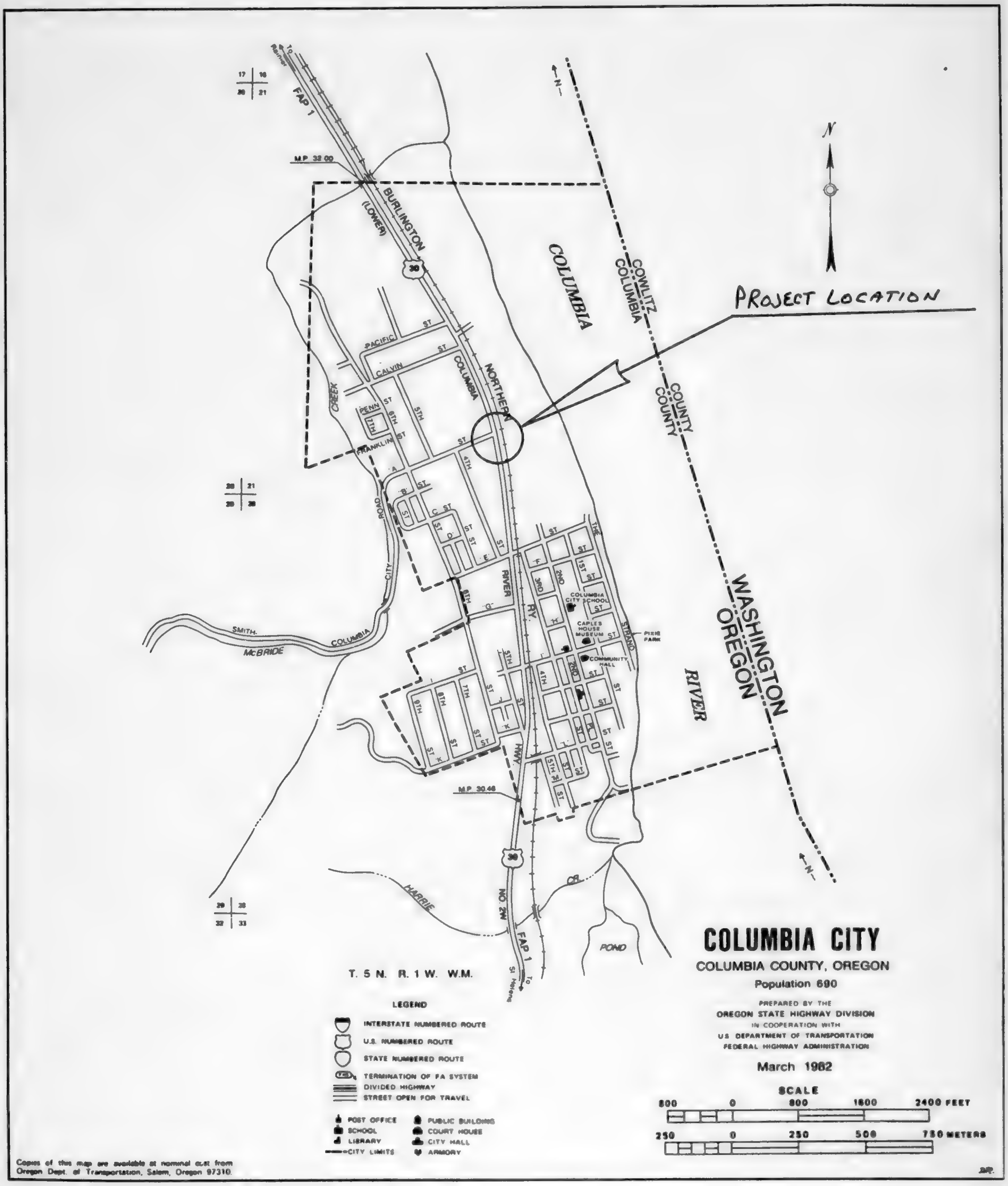
State Highway Engineer

DATE: 10-9-84

orig Gormsen
cys George
acctg
Files
10-9

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials


PROJECT LOCATION
To Rainier
FAP 1
M.P. 32.00
BURLINGTON (LOWER)
30
COLUMBIA
COWLITZ COLUMBIA
COUNTY COUNTY
NORTHERN
RIVER
RY
HWY
PACIFIC ST
CALVIN ST
COLUMBIA
PENN ST
FRANKLIN ST
CREEK
ROAD
CITY
SMITH
McBRIDE
COLUMBIA CITY SCHOOL
CAPLES HOUSE MUSEUM
COMMUNITY HALL
PIXIE PARK
STRAND
WASHINGTON
OREGON
M.P. 30.46
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CR.
POND
NO. 2W
To St Helens
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T. 5 N. R. 1 W. W.M.
N
LEGEND
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U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
LIBRARY
CITY LIMITS
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
DR.

COLUMBIA CITY

COLUMBIA COUNTY, OREGON

Population 690

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

March 1982

Copies of this map are available at nominal cost from
Oregon Dept. of Transportation, Salem, Oregon 97310.

[illegible]
Columbia City

nig

U. S. DEPARTMENT OF TRANSPORTA ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1(37)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50117

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE January 14, 1985

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
LOWER COLUMBIA RIVER HIGHWAY AT "A" STREET SECTION (COLUMBIA CITY)

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX ☒ OTHER *(Specify)* Program Change - See below

13. REMARKS

As requested in Mr. Potter's letter of January 8, 1985, I approve the revised Preliminary Engineering costs to a TEC of $10,000; Federal Funds $9,000.

(Increase TEC $5,600; Federal Funds $5,040)

RECEIVED
STATE HWY ENGR
JAN 18 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/21

14. DATE 1/16/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Sec 7-8-1
Columbia
City

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 8, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. HES-1(37)
Lower Columbia River Hwy. @ "A" St. (Columbia City) Section
Columbia County

I request your approval of a program change to increase the estimated total cost $5,600, and federal funds $5,040, for preliminary engineering necessary to prepare PS&E documents for a contract on the subject project. The original submission was made based on only estimated costs for Region Personnel and did not include work by the Salem office for preparation of contract date. The present estimate for preliminary engineering is $10,000 in total cost with $9,000 in federal funds as indicated on the enclosed Part 4 of the Project Prospectus.

CL:me
Encl.
cc: R. Bladorn
R. Pool
General Files

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1(37)

2W

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Columbia

Col. City

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50117

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copies to
Kit
Trout
Oakes
K Burch

12-11-84 CL

7. DATE AUTHORIZATION EFFECTIVE 12/2/84

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:

Lower Columbia River Highway at "A" Street Section (Columbia City

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $4,400
FF $3,960

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated 11/23/84.

1
4 Versteeg
Anderson
Cy Bu Adams
Thomas
2 Edwards E
Turpin
5 Trout
3 Wakerlig S
Strand

RECEIVED
DEC 11 1984
ROAD DESIGN SECTION

Do
Return
Bring Up
Action

PROGRAM SECTION
MANAGER — RESOURCE UNIT —
FA UNIT — PROGRAM UNIT —
DEC 10 1984
REFER TO
R/D — ACT — REPLY —
DISC — INFO — FILE —

14. DATE 12/7/84

15. SIGNATURE OF APPROVING OFFICIAL Clifford L. Christiansen

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

[illegible]
[illegible]
City

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: November 23, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50117
Project No. HES-1(37)
Lower Columbia River Hwy. @ "A" St. (Columbia City) Sec.
Lower Columbia River Highway
Columbia County

Attached data consists of PR-1 forms with project maps, Investigation Report, Safety Priority Index System data sheet, Collision Diagram, pictures and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage necessary to obtain PS&E approval at an estimated cost of $4,400 with an obligation of $3,960 in Federal Funds.

DRH:me
Attachments
cc: L.E. George
E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
General Files

Form 734-3122

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

November 6, 1984

In Reply Refer To
File No.:
84-93

JEAN LeMONT, City Recorder
City of Columbia City
1755 Second Place
Columbia City, OR 97018

Subject: PROPOSED AGREEMENT
Project Name: Lower Columbia River Highway @ "A" Street
Funding: Title 2 (HES)
City: Columbia City

Attached are three bound copies and one unbound information copy of a proposed agreement covering responsibilities relating to construction of left-turn refuge on Lower Columbia River Highway at "A" Street.

Would you please review this with your staff and with other affected City personnel, and if it is satisfactory, arrange for an ordinance or resolution authorizing execution by the proper City officials. The bound, signed copies should be returned to me at this office along with a copy of the authorizing document. You may retain the information copy. Following final action by the Highway Division, you will be sent a fully executed copy for your records.

Remarks: Estimated total cost of the work is $48,000. The Federal Highway Administration will pay 90 percent and the State and City will provide the remaining funds. City share should be about $3,200.

If you have any questions, please call.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

Attachments (4 copies, Agreement)

cc: Ed Marges

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 7 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: G. A. Potter
Program Section Manager

DATE: October 25, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Draft Local Agency Agreement
Title II Hazard Elimination Program
Lower Columbia River Highway @ "A" Street (Columbia City)
Columbia County
Misc. Contracts & Agreements No. 8289

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ ✓ PROGRAM UNIT ____
OCT 26 1984
REFER TO ~~Wayne~~ Mages
R/D ____ ACT X REPLY ____
DISC ____ INFO ____ FILE ____

What happened here?
Standard

We have reviewed the draft agreement for the proposed project to install a left turn refuge at the subject intersection.

Since the only involvement of the Agency in this project is to provide an equal share of the local match funds it is recommended that a simple "Letter Form" agreement be prepared to cover this cost.

Ed
Redraft in final form for Region consideration & signatures
Wayne

If the draft agreement is used, there are several items in Attachment No. 2, STANDARD PROVISIONS, which would needlessly bind the Agency to costs and responsibilities that belong solely to the State, such as:

> Item #1 - Requires Agency to "assign a liaison person...during all phases of the project". This seems to be unnecessary for a project on a State Highway.
>
> Item #13 - Requires Agency to reimburse the State for work performed on a State Highway if the proposed project is cancelled or terminated, no matter what the reason. Agency would be ill advised to agree to such a provision.
>
> Item #15 - Why is the Agency required to be responsible for acquisition of right-of-way and easements on a State Highway?
>
> Item #20 - Why is the Agency required to maintain and operate the completed project at its own cost and expense when the project is on a State Highway?

All of the STANDARD PROVISIONS appear to be written as if the entire project were to be constructed on local streets when in fact the project is on a State Highway and the only interest of the Agency is financial.

Contains Recycled Materials

We would recommend that, if the draft agreement is to be used, additions be made to the SPECIAL PROVISIONS which eliminate those STANDARD PROVISIONS or portions thereof that do not apply or which require the Agency to agree to things which are not their responsibility.

L E George

L. E. George
Traffic Engineer

RHB

attachment

Gary - I dont care what format the agreement is in but Bladow is correct on several of the items being an OSHD responsibility not the cities.

Bud

10,138

Oregon Department of Transportation

ROUTING SLIP

Date 10/10/84

Director
Asst Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics Div.
Bridge
Commission Services
Communications (Radio)
Construction
Employee Development
Environmental
Equipment Shop & Storeroom
Finance (DOT)
FHWA
General Files
Graphics
Information Center
Information Systems Br.
Labor Relations

Landscape
Legal
Library
Location
Mailroom
Maintenance
Materials
Motor Vehicles Div.
Parks & Recreation Div.
Permits & Weighmasters
Personnel Operations
Personnel Services Br.
Photocopy
Photo Lab
Planning (Highway)
Policy & Planning (DOT)
[✓ Program Section]
Public Affairs
Public Transit Div.
Records Management

Research
Right of Way
Road Design
Safety & Health
Service Center
Sign Shop
State Highway Engineer
Technical Services
Traffic Signal Unit
Traffic
Utilities

Metro Region

Region No. ________

District No. ________

Project Mgr. ________

Attention Marges gff

From Schulte

Comments: At the appropriate time pls. prepare an agreement for the Lower Col. Riv. Hwy. @ A Street project. It should be a 2 party agreement. Project Prospectus was submitted 10-2-84.

731-0022 (Rev. 4-84)

PHONE 397-4010

The City of Columbia City
OFFICE OF THE RECORDER
1755 SECOND PLACE
COLUMBIA CITY, OREGON 97018

October 5, 1984

Mr. Wayne Shulte
Oregon State Highway Division
9002 S. E. McLoughlin Boulevard
Milwaukee, OR 97222

Dear Mr. Shulte:

The City Council of Columbia City was pleased to hear that a left-turn lane project in our City has been chosen to receive Federal Title II money. They were very happy to hear that the Federal Government would pay 90 percent of the total cost (estimated at $48,000) and that the State Highway Division would pay one-third of the remaining 10 percent.

Please send us the Construction Agreement. We are anxious to see the project proceed. We plan to work out assurances from a local subdivider and the Columbia River Sports Center to assist in cost sharing at the local level.but are ready to sign a two-party agreement with the State for this project.

Thank you for the good news!

Very truly yours,

CITY OF COLUMBIA CITY

Jean M. LeMont

Jean M. LeMont
City Recorder-Treasurer

jl

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 11 1984
REFER TO ____________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

1985 Cape Arago Hwy @ Oak St. 10,139
in North Bend.
(Traffic Signals)

CYA 8464 - 9-11-85

C 10404

STATE OF OREGON **INTEROFFICE MEMO**
ROADWAY SECTION - BUDGET AND PROGRAM GROUP 378-8390

TO: Vern Tabery
Planning

DATE: June 18, 1990

FROM: Jim Garrard
Engineering Cost Specialist

SUBJECT: Project: Traffic Signals by Consultant (Region 3)
Highway: Various
County: Various
EA: C037-1409
KEY #: 00893, 02084, 02094 & 02099
C10550 C10139, C10967, 10404

Please provide us revised estimates for the following activities so we can request additional design funds. Crater Lake Hwy @ Delta Waters Road (Medford) is the last project of this overall project. Please give me your estimates for completion of work needed to finish this last unit.

Please return your estimate by Monday June 25th..

Activity	Current Budget	New Budget
948	$ 200	2500

Total spent as of 5-19-90 is:

Activity	Amount
948	$ 1,832

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JUN 25 1990
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RECEIVED
JUN 19 1990
Planning Section

STATE OF OREGON **INTEROFFICE MEMO**
ROADWAY SECTION - BUDGET AND PROGRAM GROUP 378-8390

TO: Glen Abernathy
Bridge Section

DATE: June 18, 1990

FROM: Jim Garrard
Engineering Cost Specialist

SUBJECT: Project: Traffic Signals by Consultant (Region 3)
Highway: Various
County: Various
EA: C037-1409
KEY #: 00893, 02084, 02094 & 02099

Please provide us revised estimates for the following activities so we can request additional design funds. Crater Lake Hwy @ Delta Waters Road (Medford) is the last project of this overall project. Please give me your estimates for completion of work needed to finish this last unit.

Please return your estimate by Monday June 25th..

Activity	Current Budget	New Budget
903	Crew 7400: $ 0	0
903	Crew 7470: $ 0	0
937	$ 200	0

Total spent as of 5-19-90 is:

Activity	Amount
903	Crew 7400: $ ~~400~~ 0
903	Crew 7470: $ 0
937	$ 0

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PDS1
PDS2
Office

RECEIVED
JUN 28 1990
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JUN 19 1990
BRIDGE SECTION

STATE OF OREGON **INTEROFFICE MEMO**

ROADWAY SECTION - BUDGET AND PROGRAM GROUP 378-8390

TO: Andy Anderson
Roadway Design

DATE: June 18, 1990

FROM: Jim Garrard
Engineering Cost Specialist

SUBJECT: Project: Traffic Signals by Consultant (Region 3)
Highway: Various
County: Various
EA: C037-1409
KEY #: 00893, 02084, 02094 & 02099

Please provide us revised estimates for the following activities so we can request additional design funds. Crater Lake Hwy @ Delta Waters Road (Medford) is the last project of this overall project. Please give me your estimates for completion of work needed to finish this last unit.

Please return your estimate by Monday June 25th..

Activity	Current Budget	New Budget
907	$ 1,800	$1800

Total spent as of 5-19-90 is:

Activity	Amount
907	$ 1,028

RECEIVED
JUN 18 1990
PD/RDWY

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STATE OF OREGON **INTEROFFICE MEMO**
ROADWAY SECTION - BUDGET AND PROGRAM GROUP 378-8390

TO: George Strawn
Roadway Descriptions

DATE: June 18, 1990

FROM: Jim Garrard
Engineering Cost Specialist

SUBJECT: Project: Traffic Signals by Consultant (Region 3)
Highway: Various
County: Various
EA: C037-1409
KEY #: 00893, 02084, 02094 & 02099

Please provide us revised estimates for the following activities so we can request additional design funds. Crater Lake Hwy @ Delta Waters Road (Medford) is the last project of this overall project. Please give me your estimates for completion of work needed to finish this last unit.

Please return your estimate by Monday June 25th..

Activity	Current Budget	New Budget
909	$ 1,000	[illegible]
910	$ 1,500	1200

Total spent as of 5-19-90 is:

Activity	Amount
909	$ 2,633
910	$ 1,182

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Office

RECEIVED
JUN 18 1990
PD/RDWY

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STATE OF OREGON **INTEROFFICE MEMO**

ROADWAY SECTION - BUDGET AND PROGRAM GROUP 378-8390

TO: Norm Cuno
Roadway Design

DATE: June 18, 1990

FROM: Jim Garrard
Engineering Cost Specialist

SUBJECT: Project: Traffic Signals by Consultant (Region 3)
Highway: Various
County: Various
EA: C037-1409
KEY #: 00893, 02084, 02094 & 02099

Please provide us revised estimates for the following activities so we can request additional design funds. Crater Lake Hwy @ Delta Waters Road (Medford) is the last project of this overall project. Please give me your estimates for completion of work needed to finish this last unit.

Please return your estimate by Monday June 25th..

Activity	Current Budget	New Budget
905	$ 6,500	$14,000

Total spent as of 5-19-90 is:

Activity	Amount
905	$11,687

STATE OF OREGON **INTEROFFICE MEMO**
ROADWAY SECTION - BUDGET AND PROGRAM GROUP 378-8390

TO: John Scofield
Specifications

DATE: June 18, 1990

FROM: Jim Garrard
Engineering Cost Specialist

SUBJECT: Project: Traffic Signals by Consultant (Region 3)
Highway: Various
County: Various
EA: C037-1409
KEY #: 00893, 02084, 02094 & 02099

Please provide us revised estimates for the following activities so we can request additional design funds. Crater Lake Hwy @ Delta Waters Road (Medford) is the last project of this overall project. Please give me your estimates for completion of work needed to finish this last unit.

Please return your estimate by Monday June 25th.

Activity	Current Budget	New Budget
921	$ 8,000.	~~[illegible]~~ $ 8,000

Total spent as of 5-19-90 is:

Activity	Amount
921	$ 6,657

RECEIVED
JUN 18 1990
PD/RDWY
PDE, RE, STD, RWD, PDS1, PDS2, Office, PLC, PE

4-26-91 PFT CONTRACTED SEND OUT REQUEST TO UNITS 6-18-90

JOB COST BREAKDOWN

CONST COST: 213000 66000 100000 240000
PROJECT NAME: Traffic Sig by Cnslt (Region 3)
BY: Jim G.
Date: 5-19-90

EA #: C037-1409
KEY #: 893,2084,2094&2099
CONST $: 619000

DC: 7 AVE: 16.5
WC: 9 RANGE:+/- 10.5
EC: 2 CSLT/APP: No

PRIOR TO STARS COST	POST STARS COST	TOTAL CURRENT COSTS	CURRENT ACTIVITY	CURRENT BUDGET	OVER/ UNDER	INCREASE NEEDED	PHASE 2 NEW BUDGET	PERCENT OF CONST	REMARKS
855	27673	28528	900	37000	8472		37000	5.977	
20078	1309	21387	901	23150	1763		23150	3.740	ALL DONE - CALL KIRBY
0		0	902		0		0	0.000	CREW # SPENT CUR BDGT NEW BDGT
0	399	399	903		-399	500	500	0.081	X 7400: 399 0 0
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0	226	226	908	1000	774		1000	0.162	
0	2633	2633	909	1000	-1633	~~2700~~ +1700	~~3700~~ 2700	0.598	X 6-26
0	1182	1182	910	1500	318	-200	~~1500~~ 1300	0.242	X 6-21 CREW # SPENT CUR BDGT NEW BDGT
569	29328	29897	911	500	-29397	31500	32000	5.170	X 6-22 7611: 23811 0 25000
0	0	0	912		0		0	0.000	7615: 6086 500 7000
0	250	250	913	1000	750		1000	0.162	TOTALS 29897 500 32000
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0		0	937	200	200		200	0.032	X
0		0	938		0		0	0.000	
0	1832	1832	948	200	-1632	1800	2000	0.323	X
0	390	390	949		-390	500	500	0.081	
0	177	177	960	200	23		200	0.032	
0		0	961		0		0	0.000	
0		0	962		0		0	0.000	
2	650	652	963	1500	848		1500	0.242	
10	62	72	964	280	208		280	0.045	
0	0	0	980		0		0	0.000	
0	177	177	990		-177		0	0.000	
0		0	991		0		0	0.000	
0	1898	1898	020		-1898	1900	1900	0.307	
0	274	274	050		-274		0	0.000	
21554	90337	111891	TOTALS:	105030	-6861	42550	147580	23.842	
	PERCENT	18.08		16.97	-1.11	6.87	23.84		

Project Prospectus
Part 4 - Survey Authority

KEY 02099

Section EUGENE/SPRINGFIELD HWY @ COUNTRY CLUB ROAD SB
Highway EUGENE-SPRINGFIELD Hwy No. 0227 Region 3
County LANE Co. No. 20

Authorization No. 03 PE EA NO C0371409 Date 25APR86

		ORG UNIT	EST COST	CURRENT AUTH
900	PJT ENG	3000	37000	37000
	FLD OFF		0	0
901	CONSULT		23150	23150
902	CITIZNS		0	0
903	FNL DES	74	0	0
	BRIDGE	74	0	0
	FNDTN	74	0	0
904	PRL DES	7110	0	0
905	FNL DES	7301	6500	6500
906	REDESIG	73	0	0
907	TPDTDES	7331	1800	1800
908	ENG GEO	3011	1000	1000
909	R/W DES	7111	1000	1000
910	R/W MAP	7111	1500	1500
911	SGN DES	7611	0	0
	TRF INV	7615	500	500
912	RR MAPS	7362	0	0
913	R/W LIA	7760	1000	1000
914	UTILITY LIAISON	3060	1000	1000
915	LNDSCPE	7114	0	0
916	PHOTO	7142	0	0
918	SIG DES	7611	12500	12500
919	ILL DES	7611	0	0
964	PREPARE PERMITS	7144	280	280
991	VAL ENG	7140	0	0

		ORG UNIT	EST COST	CURRENT AUTH
920	PROGRAM	0600	200	200
921	SPECS	7200	8000	8000
923	ENVIR	7510	0	0
	STUDIES	7520	200	200
		7530	0	0
925	AIR MON	7510	0	0
926	FNDTNS		0	0
927	FREE BR	74	0	0
	DESIGN	74	0	0
929	BR SPEC	7200	0	0
930	LOC GOV		3000	3000
922	RR UTIL	7783	200	200
933	BAS DES	7141	1000	1000
934	GEOTECH	7120	800	800
936	REG TRF	3050	2300	2300
937	HYDRAUL	7143	200	200
938	REG ENV	3050	0	0
948	TRAFFIC ANLYSIS	0234	200	200
949	SYS STD	0231	0	0
960	PROSPEC	7144	200	200
961	HEARING	7113	0	0
962	RECON		0	0
963	REV SVY	7144	1500	1500
980	PUBLIC HEARING		0	0
020	TRAIN	0100	0	0
050	AUDIT		0	0

	EST COST	CURRENT AUTH
TOTALS	105030	105030
PREV AUTH		85650
ADD. AUTH REQ		0

R/W EA
PE Funding
FA PROJ NUM IR-105-4(119)196

Remarks: THIS AUTHORITY IS TO UPDATE THE ESTIMATED COST TO REFLECT THE FUNDING NEEDED TO SUPPLEMENT THE CONSULTANTS WORK ON THE OREGON COAST HIGHWAY @ WINCHESTER AVENUE PROJECT.

Prepared By S. SPECHT	Date 25APR86	Appr Proj Dev Engr E.S.HUNTER	Date X
Region Engineer X	Date X	Appr Program Sect Mngr	Date X
Roadway Engineer BOB POOL	Date 28APR86	FHWA App Date	OTC Date

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PAGE      1

                                  JOB COST SUMMARY
                SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                              PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 05/19/90
                                 FOR EA # C0371409

            CREW     OBJ                                           CURRENT       BALANCE TO
ACTIVITY   NUMBER  DETAIL  OBJ-DETAIL DESCRIPTION                   MONTH           DATE
--------   ------  ------  ----------------------                  -------       ----------
020        7310    001     REGULAR WORK TIME                                        171.82
           CREW 7310 PROJECT TEAM 1                                              171.82    SUBTOTAL

           7350    001     REGULAR WORK TIME                                        153.09
           CREW 7350 PROJECT TEAM 3                                              153.09    SUBTOTAL

           7611    001     REGULAR WORK TIME                                         97.77
           CREW 7611 PROJECT DEV GRP ADM                                          97.77    SUBTOTAL

           8031    001     REGULAR WORK TIME                                      1,207.18
                   050     OVERTIME                                                  87.56
                   250     SUIT BFTS & EMP DEVEL                                    135.36
                   515     ODOT - MISC. SVC                                          15.00
                   550     RENT OF EQT-PERSON                                        28.80
           CREW 8031 LOCATION UNIT, REG 3                                      1,475.54    SUBTOTAL

ACTIVITY 020 TRN COURS CONF SEM                                                          1,898.22 TOTAL

030        8031    001     REGULAR WORK TIME                                         37.69
           CREW 8031 LOCATION UNIT, REG 3                                        37.69    SUBTOTAL

ACTIVITY 030 SAFETY MEETINGS                                                                37.69 TOTAL -900

050        0500    001     REGULAR WORK TIME                                        368.98
                   100     IN ST TRVL MEAL & MISC                                     4.75
           CREW 0500                                                             373.73    SUBTOTAL

ACTIVITY 050 AUDIT SERVICES                                                                373.73 TOTAL

504        7784    504     ODOT-  BLPRT SVC                                          38.64
           CREW 7784 R/W HDQ ACQUISITIONS                                         38.64    SUBTOTAL

ACTIVITY 504 POSTAGE AND HANDLING                                                           38.64 TOTAL -914 ✓

899        R       392     RTG ON CON-R-IN BANK                                   1,003.90
           CREW R RETAINAGE                                                     1,003.90    SUBTOTAL

ACTIVITY 899 ACTIV NOT ON SRC DOC                                                        1,003.90 TOTAL ? 901 —

900        0100    504     ODOT-  BLPRT SVC                                           4.80
           CREW 0100 STATE HIGHWAY ENGR                                            4.80    SUBTOTAL

           0811    001     REGULAR WORK TIME                                         88.77

***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY
             SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 05/19/90
                           FOR EA # C0371409

           CREW    OBJ                                        CURRENT       BALANCE TO
ACTIVITY  NUMBER DETAIL OBJ-DETAIL DESCRIPTION                 MONTH           DATE
--------  ------ ------ ---------------------------          -------       ---------- ---
          CREW 0611 COST ANALYSIS & SCHD                                     88.77    SUBTOTAL

900       0956    131    STATY & OFC SUPP NONEXPND                              2.56
          CREW 0956 SIGN SHOP                                                2.56    SUBTOTAL

          3000    136    PRINT & REPRO                                          2.35
                  490    EQT REPR SH SVC                                       15.00
          CREW 3000 REGION 3 ADM                                            17.35    SUBTOTAL

          7142    504    CDOT-  BLPRT SVC                                       9.02
          CREW 7142 PHOTOGRAMMETRY GRP                                       9.02    SUBTOTAL

          8030    001    REGULAR WORK TIME                                    931.30
          CREW 8030 PROJ MGR 8030, REG 3                                   931.30    SUBTOTAL

          8041    001    REGULAR WORK TIME                                 23,792.11
                  020    OVERTIME                                             262.19
                  106    IN-ST TRVL MEAL & MISC                               193.00
                  107    IN-ST TRVL LODG & RM TX                              236.25
                  130    STATNRY & OFC SUPP EXPND                              14.72
                  131    STATY & OFC SUPP NONEXPND                             97.92
                  132    PHOT/VID SUPP & FILM PROC                             23.97
                  136    PRINT & REPRO                                         34.10
                  146    FREIGHT AND EXPRESS                                   26.72
                  151    PHONE & TELEGRAPH                                     41.43
                  171    DATA PROC EQT CHG                                    756.98
                  470    SH & FLD SUPP                                        219.11
                  550    RENT OF EQT-ASSGN                                    814.70
                  560    PUBL - BP, CIRC, MP  ETC.                              7.45
          CREW 8041 LOCATION UNIT, REG 3                                26,581.50    SUBTOTAL

ACTIVITY 900 PROJ ENG FLD OFC                                                       27,635.30 TOTAL

901       0521    001    REGULAR WORK TIME                                      8.74
          CREW 0521                                                          8.74    SUBTOTAL

          3000    354    CONSUL FEE OTHR                                         .01
          CREW 3000 REGION 3 ADM                                              .01    SUBTOTAL

          7450    001    REGULAR WORK TIME                                    272.60
          CREW 7450 PRIN STR DSGN ENGR                                     272.60    SUBTOTAL

          8031    470    SH & FLD SUPP                                         23.76

***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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+38 = 21,673.00

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PAGE      3

                                   JOB COST SUMMARY
                    SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                               PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 05/19/90
                                  FOR EA # C0371409

          CREW     OBJ                                         CURRENT       BALANCE TO
 ACTIVITY  NUMBER DETAIL OBJ-DETAIL DESCRIPTION                 MONTH          DATE
 --------  ------ ------ --------------------------            --------      ----------  ---
          CREW 8031 LOCATION UNIT, REG 3                                      23.76    SUBTOTAL

ACTIVITY 901 CONSULTANT                                                                  305.11 TOTAL + 1003.90
                                                         PRIOR  20,078                               = 1308.90
 903      7400    192    ODOT-DP SERVICES-CPU                                 13.08
                  193    ODOT DP SVC TSO USE                                 285.04
                  199    DATA PROC EQT CHG                                   101.18
          CREW 7400 BRIDGE ADM                                    399.30    SUBTOTAL

ACTIVITY 903 FINAL DESIGN FOR PROJ BRG                                                   399.30 TOTAL

 904      7100    001    REGULAR WORK TIME                                    14.23
          CREW 7100 LOCATION UNIT                                  14.23    SUBTOTAL

ACTIVITY 904 PRELIM DESIGN FOR PROJ                                                       14.23 TOTAL

 905      0100    504    ODOT-  BLPRT SVC                                     36.99
          CREW 0100 STATE HIGHWAY ENGR                             36.99    SUBTOTAL

          0621    504    ODOT-  BLPRT SVC                                       .60
          CREW 0621 FEDERAL AID GROUP                                .60    SUBTOTAL

          0945    540    RENT OF EQT-FOR                                      32.00
          CREW 0945 SALEM SERVICE STA                              32.00    SUBTOTAL

          7061    001    REGULAR WORK TIME                                    10.20
          CREW 7061 PROJECT DEV ADM                                10.20    SUBTOTAL

          7114    001    REGULAR WORK TIME                                    20.11
          CREW 7114 LANDSCAPE DESIGN GRP                           20.11    SUBTOTAL

          7300    130    STATNY & OFC SUPP EXPEND                              1.50
                  398    LUMP SUM ENG COST                                     9.00
          CREW 7300 ROADWAY SECTION ADM                            10.50    SUBTOTAL

          7310    001    REGULAR WORK TIME                                 1,913.03
                  504    ODOT-  BLPRT SVC                                     21.20
          CREW 7310 PROJECT TEAM 1                              1,934.33    SUBTOTAL

          7330    001    REGULAR WORK TIME                                 5,849.06
                  504    ODOT-  BLPRT SVC                                     25.34
                  560    PUBL - BK, CHRT, MP, ETC.                              .30

***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                         JOB COST SUMMARY
           SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 05/19/90
                         FOR EA # C0371409

           CREW    OBJ                                         CURRENT      BALANCE TO
ACTIVITY  NUMBER DETAIL OBJ-DETAIL DESCRIPTION                  MONTH         DATE
--------  ------ ------ ---------------------------            -------     ----------
          CREW 7330 PROJECT TEAM 3                                       5,904.70   SUBTOTAL

905       7331    504    ODOT-  BLPRT SVC                                    2.52
          CREW 7331 TP & DT CREW                                             2.52   SUBTOTAL

          7340    504    ODOT-  BLPRT SVC                                    2.28
          CREW 7340 PROJECT TEAM 4                                           2.28   SUBTOTAL

          7360    001    REGULAR WORK TIME                                  54.84
          CREW 7360 ROADWAY DESIGN ADM                                      54.84   SUBTOTAL

          7361    001    REGULAR WORK TIME                                  25.96
                  504    ODOT-  BLPRT SVC                                   46.66
          CREW 7361 PLANS & MAPS                                        72.[illegible]   SUBTOTAL

          7363    001    REGULAR WORK TIME                                 722.48
                  030    OVERTIME                                          114.46
                  504    ODOT-  BLPRT SVC                                   11.84
                  550    PUBL - BK, RPT, MP, ETC                             3.00
          CREW 7363 DRAFTING UNIT                                          851.78   SUBTOTAL

          7364    001    REGULAR WORK TIME                                 824.18
                  030    OVERTIME                                    [illegible]
                  504    ODOT-  BLPRT SVC                                 [illegible]0.28
                  505    ODOT - BROCHU & MP SALE                             1.50
          CREW 7364 DRAFTING CREW                                    919.[illegible]9   SUBTOTAL

          7365    001    REGULAR WORK TIME                               1,209.58
                  504    ODOT-  BLPRT SVC                                   14.30
          CREW 7365 DRAFTING CREW                                        1,223.88   SUBTOTAL

ACTIVITY 905 FINAL DESIGN FOR PS&E
                                                                        11,[illegible]6.95 TOTAL

907       7331    001    REGULAR WORK TIME                               1,001.95
                  030    OVERTIME                                           25.73
          CREW 7331 TP & DT CREW                                         1,027.68   SUBTOTAL

ACTIVITY 907 TEMP PROTEC & DIRCT OF TRAF
                                                                          1,027.68 TOTAL

908       3011    001    REGULAR WORK TIME                                 236.48
          CREW 3011 GEOLOGY UNIT, REG 3                                    236.48   SUBTOTAL


***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                         JOB COST SUMMARY
          SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                   PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 05/19/90
                         FOR EA # C0371409

           CREW     OBJ                                          CURRENT      BALANCE TO
 ACTIVITY  NUMBER DETAIL OBJ-DETAIL DESCRIPTION                   MONTH          DATE
ACTIVITY 908 ENGINEERING GEOLOGY                                                        226.48 TOTAL

 909      7111     001     REGULAR WORK TIME                                   2,030.78
                   0[illegible]      OVERTIME                                            555.91
                   501     ODOT - WD PROC                                       39.00
                   504     ODOT-  BLPRT SVC                                     11.9[illegible]
          CREW 7111 ROADWAY DESC GROUP                                2,631.[illegible]    SUBTOTAL

          7280     057     TITL INSUR & RESRCH                                  1.18
          CREW 7280 R/W HDQ TITLE & CNDM                                 1.18    SUBTOTAL

ACTIVITY 909 PREPR RT OF WAY DESC                                                     2,632.76 TOTAL

 910      7111     001     REGULAR WORK TIME                                   1,0[illegible]3.54
                   005     SPECIAL PAYMENTS                                     [illegible]6.80
                   030     OVERTIME                                             94.[illegible]
          CREW 7111 ROADWAY DESC GROUP                                1,1[illegible]    SUBTOTAL

          7363     001     REGULAR WORK TIME                                    [illegible]5.08
          CREW 7363 DRAFTING UNIT                                     [illegible]5.08    SUBTOTAL

ACTIVITY 910 PREPR RT OF WAY DESC                                                     1,192.31 TOTAL

 911      0100     504     ODOT-  BLPRT SVC                                      8.40
          CREW 0100 STATE HIGHWAY ENGR                                   8.40    SUBTOTAL

          7112     001     REGULAR WORK TIME                                   368.81
          CREW 7112 PRELIM DESIGN GRP I                                368.81    SUBTOTAL

          7611     001     REGULAR WORK TIME                                16,534.55
                   504     ODOT-  BLPRT SVC                                    121.68
          CREW 7611 PROJECT DEV GRP ADM                             16,656.23    SUBTOTAL

          7612     001     REGULAR WORK TIME                                 6,208.13
          CREW 7612 TRAFFIC DESIGN GRP                               6,208.13    SUBTOTAL

          7615     001     REGULAR WORK TIME                                 6,040.06
                   504     ODOT-  BLPRT SVC                                     46.00
          CREW 7615 INVESTIG & RESEARCH                              6,086.06 ✓ SUBTOTAL

ACTIVITY 911 SIGN DESIGN                                                             29,327.63 TOTAL

 913      7111     504     ODOT-  BLPRT SVC                                     41.04

***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                                JOB COST SUMMARY
                 SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 05/19/90
                                FOR EA # C0371409

             CREW     OBJ                                          CURRENT       BALANCE TO
 ACTIVITY   NUMBER  DETAIL  OBJ-DETAIL DESCRIPTION                   MONTH          DATE
 --------   ------  ------  ----------------------                 -------       ----------- ----
            CREW 7111 ROADWAY DESC GROUP                                          41.04     SUBTOTAL

  913        7700    001     REGULAR WORK TIME                                      101.73
            CREW 7700 RIGHT OF WAY ADM                                           101.73     SUBTOTAL

             7760    001     REGULAR WORK TIME                                       48.98
                     134     PHOT/VID SUPP & FLM PROC                                43.55
                     137     TITL INSUR & RESRCH                                       .55
                     500     RENT OF EQ. ASSGN                                       13.90
            CREW 7760 R/W FIELD OPS, REG 3                                       106.98     SUBTOTAL

ACTIVITY 913 R/R LIAISON                                                                    247.65 TOTAL

  914        7700    001     REGULAR WORK TIME                                      207.21
            CREW 7700 RIGHT OF WAY ADM                                           207.21     SUBTOTAL

             8030    001     REGULAR WORK TIME                                      797.13
                     500     RENT OF EQT-ASSGN                                       25.00
            CREW 8030 PROJ MGR 8030, REG 3                                       822.13     SUBTOTAL

ACTIVITY 914 UTILITY LIAISON                                                              1,027.34 TOTAL

  918        7511    001     REGULAR WORK TIME                     333.39           722.35
            CREW 7511 PROJECT DEV GRP ADM                    333.39              722.35     SUBTOTAL

             7512    001     REGULAR WORK TIME                     162.55           162.55
            CREW 7512 TRAFFIC DESIGN GRP                     162.55              162.55     SUBTOTAL

ACTIVITY 918 SIGNAL DESIGN                                   495.94                         884.90 TOTAL

  920        0431    001     REGULAR WORK TIME                                       51.35
            CREW 0431 FEDERAL AID GROUP                                           51.35     SUBTOTAL

ACTIVITY 920 PROJECT PROGRAMMING                                                             51.35 TOTAL

  921        0500    134     PRINT & REPRO                                          350.10
            CREW 0500                                                            350.10     SUBTOTAL

             0811    001     REGULAR WORK TIME                                      124.82
            CREW 0811 COST ANALYSIS & SCHD                                       124.82     SUBTOTAL

             3000    134     PRINT & REPRO                                        1,013.31

***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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+38 = 1065

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                       JOB COST SUMMARY
          SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                  PAYROLL CHARGES ARE LOADED
                CHARGES ARE CURRENT TO 05/19/90
                      FOR EA # C0371409

          CREW     OBJ                                          CURRENT      BALANCE TO
ACTIVITY  NUMBER DETAIL OBJ-DETAIL DESCRIPTION                  MONTH          DATE
          CREW 3000 REGION 3 ADM                                            1,013.31    SUBTOTAL

921       7000    001    REGULAR WORK TIME                                       9.10
          CREW 7000 ROAD DESIGN SECTION                                          9.10    SUBTOTAL

          7200    001    REGULAR WORK TIME                                   4,160.15
                  501    ODOT - WD PROC                                        499.00
                  504    ODOT-  BLPRT SVC                                      37[illegible].51
          CREW 7200 SPECIFICATIONS ADM                                      5,036.6[illegible]    SUBTOTAL

          8011    504    ODOT-  BLPRT SVC                                      122.75
          CREW 8011 PROJ MGR 8011, REG 3                                       122.75    SUBTOTAL
ACTIVITY 921 PREP SPECF & EST PRJ                                                     6,356.90 TOTAL

932       7700    001    REGULAR WORK TIME                                      60.05
          CREW 7700 RIGHT OF WAY ADM                                            60.05    SUBTOTAL

          7783    504    ODOT-  BLPRT SVC                                       16.84
          CREW 7783 R/W HDQ RAIL & UTIL                                         16.84    SUBTOTAL
ACTIVITY 932 RR & UTIL LIAISON                                                           76.89 TOTAL

933       7141    001    REGULAR WORK TIME                                     160.15
          CREW 7141 PAVEMENT DESIGN GRP                                        160.15    SUBTOTAL

          8001    551    HWY DIV.  MATL TST LAB SVC                             90.00
          CREW 8001 LOCATION UNIT, REG 3                                        90.00    SUBTOTAL
ACTIVITY 933 PVMT DESIGN                                                                250.15 TOTAL

934       7140    001    REGULAR WORK TIME                                     163.11
          CREW 7140 TECH SVCS UNIT ADM                                         163.11    SUBTOTAL
ACTIVITY 934 GEOTHEC INVEST                                                             163.11 TOTAL

948       0235    001    REGULAR WORK TIME                                     188.55
          CREW 0235 PROJECT ANALYSIS                                           188.55    SUBTOTAL

          7621    001    REGULAR WORK TIME                                   1,643.93
          CREW 7621 PROJ ANALYSIS GRP                                       1,643.93    SUBTOTAL


***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     8

                             JOB COST SUMMARY
              SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 05/19/90
                              FOR EA # C0371409

            CREW     OBJ                                      CURRENT       BALANCE TO
 ACTIVITY  NUMBER  DETAIL  OBJ-DETAIL DESCRIPTION              MONTH           DATE
ACTIVITY 948 TRAFFIC ANAYLSIS                                                          1,832.48 TOTAL

 949        0231    001    REGULAR WORK TIME                                   390.49
            CREW 0231 SYSTEMS STUDIES                                       390.49    SUBTOTAL
ACTIVITY 949 URBAN STUDIES                                                               390.49 TOTAL

 960        7001    001    REGULAR WORK TIME                                    43.50
            CREW 7001 PROJECT DEV ADM                                        43.50    SUBTOTAL

            7144    001    REGULAR WORK TIME                                   128.04
                    136    PRINT & REPRO                                         2.57
            CREW 7144 BUDGET & PROGRAM                                      130.61    SUBTOTAL

            7200    136    PRINT & REPRO                                         2.97
            CREW 7200 SPECIFICATIONS ADM                                      2.97    SUBTOTAL
ACTIVITY 960 REVW & PROC PRJ PROS                                                        177.08 TOTAL

 963        7140    006    OVERTIME                                            649.75
            CREW 7140 TECH SVCS UNIT ADM                                    649.75    SUBTOTAL
ACTIVITY 963 REVIEW FIELD SURVEY                                                         649.75 TOTAL

 984        7000    001    REGULAR WORK TIME                                    62.38
            CREW 7000 ROAD DESIGN SECTION                                    62.38    SUBTOTAL
ACTIVITY 984 PREPR FRMT FOR PROJ                                                          62.38 TOTAL

 990        0100    136    PRINT & REPRO                                         2.97
                    199    OBJ NOT CD SRC                                   21,554.41 ***
            CREW 0100 STATE HIGHWAY ENGR                                 21,557.38    SUBTOTAL

            0530    199    DATA PROC EQT CHG                                   138.57
                    500    HWY DIV. - DATA PROC                                  3.10
            CREW 0530                                                       141.67    SUBTOTAL

            0966    548    RENT OF EQT-POOL                                     32.00
            CREW 0966 SALEM SERVICE STA                                      32.00    SUBTOTAL
ACTIVITY 990 OTHER                                                                    21,731.05 TOTAL

***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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-21,554.41
176.64

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                         JOB COST SUMMARY
           SORTED BY ACTIVITY/CREW NUMBER AND OBJECT DETAIL
                   PAYROLL CHARGES ARE LOADED
                 CHARGES ARE CURRENT TO 05/19/90
                      FOR EA # C0371409

          CREW    OBJ                                          CURRENT       BALANCE TO
ACTIVITY  NUMBER DETAIL OBJ-DETAIL DESCRIPTION                  MONTH           DATE
-------- ------- ------ ----------------------                 -------      -------------
                                                                 495.94  GRANDTOTAL        113,893.45 GRANDTOTAL


***INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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jc cc: OSHD (Rulien)

10-3

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 3	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 8/10/87	REPORT MADE BY 8-10-87 Richard R. Arnold, Area Engineer		PROJECT NO. FG-51(8)
COMPLETION DATE (Actual) 5/22/86	ACCEPTANCE DATE BY CONRTACT AGENCY 9/24/86	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. 5/31/86

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CAPE ARAGO HWY @ OAK ST.
Signal

This project provided for the installation of a multi-phase traffic signal and incidental work common to this type of project.

A contract in the amount of $52,443 was awarded to Hamilton Electric, Inc. on 11/1/85. Work began on 4/21/86 and was completed in reasonably close conformance with the approved plans and specifications including approved changes on 5/22/86 at a final estimated cost of $66,935.81 which includes $52,336.00 for original bid item work, $1,335.00 for work completed under approved Price Agreements, $3,764.81 for approved State force work, and $9,500.00 for construction engineering.

A total of 31 calendar workdays were used in completing the work as compared with the 45 calendar workdays allowed under the contract. A statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
AUG 13 '87

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 8/10/87	TITLE District Engineer	DATE 8/13/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,139

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 4-51	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
PROJECT REPORT NUMBER	5-7-87	Project Number FG-51(8)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 64,498.00	$ 66,315.00
Federal funds	$ 64,498.00	$ 66,315.00
Other revisions		

This modification is made for the following reasons:

To include increase of construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of MAY, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. WIlken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon March 9, 1987

Federal-Aid Project No. FG-51(8)

Cape Arago Hwy. @ Oak St. (North Bend) Section
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal (1 location)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Replace Loop Area (PA #1)	$617.50	- - -	- - -	2	$1,235.00	
Walkway (PA #2)	100.00	- - -	- - -	100	100.00	
				Total Increase	$1,335.00	
		Subtotal from previous estimate of November 6, 1985				$56,330.22
					Total Increase	1,335.00
					Subtotal	$57,665.22
					Engineering	8,649.78
					Total	$66,315.00

Length of Project ------------------- 0.00 mile

Federal Funds (100%)	$66,315.00
TOTAL COST	$66,315.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C10139
Prefix No.: C037-1408 (PE)
Prefix No.: C10139

Appn Code: A14

DDB:me

12,139

STATE COPY

TO BE COMPLETED BY FHWA 11-95	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Coos PROJECT NO. FG-51(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cape Arago Hwy. @ Oak St. (North Bend)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-2-85	0.00

OTHER *(Specify)*

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT $ 64,498.00	FEDERAL FUNDS $ 64,498.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
XXX For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator NOV 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

Oregon State Highway Division
Salem, Oregon November 6, 1985

Federal Aid Project No. FG-51(8)

Cape Arago Hwy. @ Oak St. (North Bend) Section
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal (1 Location)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 502.00
Temporary Signs	Sq. Ft.	267	4.00	1,068.00
Temporary Barricades	Each	4	26.00	104.00
Flaggers	Hour	40	15.00	600.00
Sidewalk Ramps	Each	3	580.00	1,740.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	39,501.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	8,928.00
				$ 52,443.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,000.00
State Furnished Prom & Program	All Required		700.00
Signal Controller Testing & Turn-on	All Required		1,925.00
EEO/Labor Compliance Monitoring (0.5%)	All Required		262.22
			$ 3,887.22
		Subtotal	$ 56,330.22
		Engineering	8,167.78
		Total	$ 64,498.00

Length of Project	0.0 mile
Federal Funds	$ 64,498.00
Total Cost	$ 64,498.00

Group 010 = 0% Group 011 = 100%
Contract No. 10,139
Prefix: C037-1408 (P.E.)
Prefix: C10139 (Const.)
Appn Code A14
CPL:DRH:bkb

October 23, 1986

CON 5 - #10,139

Kingrey, Price & Duyck Insurance
P.O. Box 784
Springfield, OR 97477

On October 1, 1986, we wrote to you concerning release of final payment on Contract No. 10,139 awarded to Hamilton Electric, Inc. for work on the Cape Arago Highway at Oak Street in North Bend in Coos County.

Final payment on this contract is $2,105.00 and the total contract amount is $53,671.00. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,139

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10139

TO: Commission Services

DATE: September 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10139, On Site Work Substantially Completed May 22, 1986

All Work Completed September 2, 1986

Project Cape Arago Highway @ Oak Street (North Bend)

Highway Cape Arago

County Coos

Type of Work Traffic Signals

Contractor Hamilton Electric

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
SEP 4 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to Surety
10-1-86

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
10139

DATE: July 2, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

AH Church for

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FG-51(8)

Contract 10139, Work Completed May 22, 1986

Project Cape Arago Hwy. @ Oak St. (North Bend)

Highway Cape Arago

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-11-86

G. K. Hossner
for Dale E. Wilken
Division Administrator

EIVED
HWY ENGR

JUL 8 '86

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

L. W. RULIEN

RECEIVED
JUL 02 1986
OREGON DIVISION

BMW:11

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

734-2023 (2-85)

bw c: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY COOS	DIVISION Oregon

IN COMPANY WITH
Frank Morrison, OSHD, And Jim Klamerus, FHWA

DATE OF INSPECTION 6/11/86	INSPECTION MADE BY W. N. Bryant , Area Engineer	PROJECT NO. FG-51(8)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. 5/31/86 %	WORK COMPLETED 100 %

CAPE ARAGO HIGHWAY @ OAK STREET
CAPE ARAGO HIGHWAY
TRAFFIC SIGNAL

Work completed under this project consisted of the installing of a multi-phase traffic signal, adjustment of utilities as necessary and other incidental work common to this type of project. A contract in the amount of $52,443.00 was awarded to Hamilton Electric INC., in Eugene, Oregon on November 1,1985.

Actual work at the project site began on April 21,1986 and was completed in an acceptable manner and in reasonably close conformance with the approved plans and specifications on May 22,1986 at a final cost of $64,936.71, which includes $52,336.00 for bid item work, $1,335.00 for work completed under an approved price agreement, $3,887.22 for approved State Force Work and $7,378.49 for construction engineering.

Project records indicate that all materials incorporated into the work were tested and/or field inspected in accordance with approved procedures and found to be in reasonably close conformance with specification requirements.

The overall appearance of the completed work is considered to be very good and final acceptance of the contract work is recommended.

NOTED
W. E. SCHWARTZ

EIVED
HWY ENGR
JUN 24 '86
REFER TO
Fredrickson
FOR

Cyg
6/26

Form **FHWA-1446A**
(Rev. 2-84)

*U.S. GPO: 1985-466-568

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION JECTS

WEEK ENDING	JUNE 7, 1986
PROJECT NAME (SECTION)	CAPE ARAGO HWY. @ OAK ST. (NORTH BEND)
CONTRACT NO	10139
HIGHWAY	CAPE ARAGO
COUNTY	COOS
F A PROJECT NO	FG-51(8)
CONTRACTOR	HAMILTON ELECTRIC
KIND OF WORK	TRAFFIC SIGNALS
DATE OF AWARD	NOV. 1, 1985
FIRST NOTIFICATION DATE	APRIL 21, 1986
ESTIMATED DATE OF COMPLETION, OR	MAY 22, 1986
SECOND NOTIFICATION DATE AND	MAY 22, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE	JUNE 2, 1986

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 58,865.08

ESTIMATED PROJECT COST $ 57,665.22

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN -2.0%

ENGINEERING

AUTHORIZATION $ 5,633.02

COST THIS WEEK $ 485.82

TOTAL TO DATE $ 7,864.91

PERCENT OF AUTHORIZATION 139 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
000	05/31/86	0	0	0	YES
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	99	0	0

ACTIVITIES THIS WEEK:

PROJECT COMPLETE.

SEMIFINAL SUBMITTED TO REGION JUNE 4, 1986.

THIS WILL BE THE LAST WEEKLY REPORT.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

F. D. MORRISON

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc cc: OSHD (Rulien) **STATE COP**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Coos	Oregon

IN COMPANY WITH
Frank Morrison, Terry Nichols and Dick Bachmeier; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/30/86	W. N. Bryant, Area Engineer	FG-51(8)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	88 %	20 %

CAPE ARAGO HWY @ OAK STREET
CAPE ARAGO HIGHWAY
Signal

Work to be completed under this project consists of the installation of a multi-phase traffic signal, adjustment of utilities as required, and other incidental work common to this type project. A contract in the bid amount of $52,443 was awarded Hamilton Electric, Inc., Eugene, Oregon on November 1, 1985. Actual work on the project began April 21, 1986. While the time elapsed exceeds the work completed by a substantial amount, the contractor is expected to complete all work prior to the specified completion date of May 31, 1986.

At the time of this inspection all signal pole foundations have been completed and required conduit installed. The contractor plans to install the poles next week and then following the curing period for the concrete bases, the signal heads and cantilever pole arms will be installed as a unit.

Project records indicate that all materials incorporated into the work to date have been tested and/or field inspected in accordance with approved procedures and found to be in reasonable conformance with specification requirements.

- WNB -

RECEIVED
STATE HWY ENGR
MAY 12 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy
5/12

NOTED
W. E. SCHWARTZ

Form FHWA-1446A
(Rev. 2-84)

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

[illegible] — [illegible]

[illegible]

[illegible] [illegible]

000 43,017

901	[illegible]
[illegible]	[illegible]
911	569
[illegible]	2
922	0
933	40
Total	21,554

[illegible] = 20,978

21,463 Since 6-85

911	2,000
901	[illegible]
933	700
936	1,000
935	400
934	400

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

1037-1409

6-85

						90	855				
000	27,313					904	20,5[illegible]1				
						911	569				
						908	2				
						922	10				
		5,529	[illegible]	6-85		933	40				
						Total	21,557				
		904	3,072								
		934	400								
		935	400								
		936	1,000								
		933	500								
		911	2,000								
		901	1,000								

PROJEC. PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02099

SECTION Traffic Signals by Consultant (Region 3)

HIGHWAY NO.

COUNTY NO.

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 3

PROJECT EA C037-1409

DATE 4-25-86

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	3000	37,000	37,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	3,000	3,000
	N/A	23,150	23,150
902 CITIZEN'S INVOLVEMENT	N/A		
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(__)		
	74(__)		
904 PRELIMINARY DESIGN	7112		
905 FINAL DESIGN	73(00)	6,500	6,500
906 REDESIGN	73(__)		
907 T.P.D.T. DESIGN	73(31)	1,800	1,800
908 FIELD TESTING	3011	1,000	1,000
909 RIGHT-OF-WAY DESCRIPTION	7111	1,000	1,000
910 RIGHT-OF-WAY MAPS	7111	1,500	1,500
911 SIGN AND SIGNAL DESIGN	76(11)	12,500	12,500
	76(15)	500	500
	76(21)	200	200
	3050	2,300	2,300
912 RAILROAD MAPS	73(__)		
913 RIGHT-OF-WAY LIAISON	7760	1,000	1,000

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
914 UTILITY LIAISON	7783	200	200
	3060	1,000	1,000
915 LANDSCAPE DESIGN	7114		
916 PHOTOGRAMMETRY SERVICES	7142		
917 INVENTORY NEEDS			
920 PROJECT PROGRAMMING	06(00)	200	200
921 SPECIFICATIONS AND ESTIMATES	7200	8,000	8,000
923 ENVIRONMENTAL STUDIES	75(00)	200	200
	75(__)		
	75(__)		
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(__)		
	74(__)		
929 FREE BRIDGE SPECIFICATIONS	7200		
933 BASE DESIGN	7141	1,000	1,000
934 GEOTECHNICAL INVESTIGATION	7120	800	800
937 HYDRAULIC STUDIES	7143	200	200
949 SYSTEM STUDIES	N/A		
960 PROCESS PROJECT PROSPECTUS	7144	200	200
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(__)		
963 REVIEW FIELD SURVEYS	7113	1,500	1,500

Continued on Page 2

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID # 02099

SECTION Traffic Signals by Consultant (Region 3)

REGION 3

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000	280	280				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						
				TOTALS		$105,030	$ 105,030

RIGHT-OF-WAY EA

PE FUNDING State

PREVIOUS AUTHORIZATION $ 85,650

FEDERAL AID PROJECT NUMBER

ADD. AUTH. REQUIRED $ 19,380

LOCATION ENGINEER'S REMARKS

This authorization is to update the estimated cost to reflect the funding needed to supplement the consultants work on the Oregon Coast Hwy. @ Winchester Ave. project.

The following projects are covered by this authorization:

1) Oregon Coast Highway @ Winchester Ave. (Reedsport)
2) Crater Lake Highway @ Delta Water Road (Medford)
3) Eugene/Springfield Hwy. @ Country Club Rd, S.B.
   (Country Club Road @ Southwood Lane)

PREPARED BY Steve Snecht	DATE 4-25-86	APPROVED, ASST. HIGHWAY ENGINEER X	DATE 5-1-86
RECOMMENDED, REGION ENGINEER X	DATE	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 4-28-86	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (6-85) cont.

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00893

SECTION Oregon Coast Hwy @ Winchester Ave. (Reedsport)

HIGHWAY Oregon Coast Highway NO. 9

COUNTY Douglas NO. 10

REGION 3

AUTHORIZATION NO. 2

PROJECT EA

DATE

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	02-8031	5000		914 UTILITY LIAISON	7783		
					3060	500	
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A			916 PHOTOGRAMMETRY SERVICES	7142		
	N/A			917 INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			920 PROJECT PROGRAMMING	06(_ _)		
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(_ _)			921 SPECIFICATIONS AND ESTIMATES	7200		
	74(_ _)			923 ENVIRONMENTAL STUDIES	75(_ _)		
	3011	0			75(_ _)		
904 PRELIMINARY DESIGN	7112				75(_ _)		
					3014	0	
905 FINAL DESIGN	73(_ _)			925 AIR MONITORING	7510		
906 REDESIGN	73(_ _)			927 FREE BRIDGE DESIGN	74(_ _)		
907 T.P.D.T. DESIGN	73(_ _)				74(_ _)		
908 FIELD TESTING	3011	500		929 FREE BRIDGE SPECIFICATIONS	7200		
909 RIGHT-OF-WAY DESCRIPTION	7111			933 BASE DESIGN	7141		
910 RIGHT-OF-WAY MAPS	7111			934 GEOTECHNICAL INVESTIGATION	7120		
911 SIGN AND SIGNAL DESIGN	76(_ _)			937 HYDRAULIC STUDIES	7143		
	76(_ _)			949 SYSTEM STUDIES	N/A		
	76(_ _)			960 PROCESS PROJECT PROSPECTUS	7144		
	3050	500		961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(_ _)			962 RECONNAISSANCE SURVEYS	71(_ _)		
913 RIGHT-OF-WAY LIAISON	7760	200		963 REVIEW FIELD SURVEYS	7113		

Continued on Page 2

734-1914 (6-85)

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID # 00893	REGION 3

SECTION Oregon Coast Hwy @ Winchester Ave. (Reedsport)

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000						
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						
					TOTALS	$	$

RIGHT-OF-WAY EA	PE FUNDING	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER		ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This authority is to complete the field survey and design and prepare plans, specification and estimates for a contract construction project.

PREPARED BY	DATE 03-07-86	APPROVED, ASST. HIGHWAY ENGINEER X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 3-10-86	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (6-85) cont.

[illegible]
No. Bend

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: December 6, 1985

E S Hunter

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 24, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 24, 1985 on the following projects:

1. Project postponed.

2. Mt. Hood Hwy. @ J. Jarl Road
   Mt. Hood Highway
   Clackamas County
   Grading and Paving

   Roadway shoulder adequately accommodates bicycles.

3. Columbia River Hwy. @ "A" St. (Columbia City)
   Columbia River Highway
   Columbia County
   Grading and Paving

   Same as No. 2.

4. Cape Arago Hwy. @ Oak Street
   Cape Arago Highway
   Coos County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Squaw Cr. (Camp Polk Road) Bridge
   Camp Polk Road
   Deschutes County
   Grading, Paving and Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

6. Crater Lake Ave. @ Delta Waters Rd.
   Crater Lake Avenue
   Jackson County
   Traffic Signals

   Same as No. 4.

7. Project withdrawn.

8. Project postponed.

9. Project postponed.

10. Washington State Line-Linn/Lane County Line
    Pacific Highway
    Multnomah, Washington and Clackamas Counties
    Signing

    Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Project withdrawn.

12. S.W. Farmington Rd. @ S.W. Murray Blvd.
    S.W. Farmington Road
    Washington County
    Grading, Paving, Signing and Signals

    Same as No. 4

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

[illegible] 2-6-1
N. Bend

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File PRO

Date: October 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project FG-51(8)
Cape Arago Hwy. @ Oak St. (North Bend) Sec.
Cape Arago Highway
Coos County

Tentative concurrence is requested in the award of contract for the subject project. The bid was received on October 24, 1985 with Hamilton Electric, Inc. of Oregon submitting the low bid in the amount of $52,443.00. The low bids is $7,406.00 or 16.4% over our engineer's estimate of $45,037.00. Seven other bids were received in the amounts of $53,269.00, $54,269.00, $54,944.00, $55,109.63, $56,239.00, $57,896.60, $57,904.00 and $58,211.00. There were 43 sets of plans and specifications taken out on this project; 13 of which were bidding and 30 informational, indicating a good response to our advertisement.

We have reviewed the contractor's bid prices and recommend that the low bid be accepted. The engineer's original estimate erroneously omitted the cost of setting poles. Adding the cost of setting poles to the engineer's estimate would place the engineer's estimate within 8% of the bid.

I believe it is in the public interest to accept the low bid because of the close competition between bidders and the good response, (8 bids from 13 bidding plan holders). I feel it is not likely that a lower price would be received after readvertising, and none of the items can be deleted to reduce the project cost.

Federal Highway Administration Endorsement
Dale E. Wilken
Division Administrator

Tentative Concurrence

Date ______________________________

DRH:bkb
~~cc:~~ Duane O. Christensen

RECEIVED
NOV 5 1985
ROAD DESIGN
SECTION

1 P.DE Dan
FDE
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LE
LFE
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Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
FG-51(8)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
60007

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE
October 2, 1985

8. FEDERAL ROUTE NUMBER
FAP 51

9. STATE ROUTE NUMBER
240

10. GENERAL LOCATION:
Cape Arago Hwy @ Oak St. (North Bend)

11. GENERAL DESCRIPTION OF WORK
Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 9-25-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $55,975; Federal Funds $55,975.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE
10/8/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

September 11, 1985

AGR

MISC. CONTRACTS and
AGREEMENTS No.______

City of North Bend
City Hall
North Bend, OR 97459

Attention: James C. Johnson
City Recorder

Attached for your files is a fully executed copy of a local agency agreement covering the installation of traffic control equipment in North Bend on the Cape Arago Highway @ Oak Street Section.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

rw

Attachment

bc: Gary Potter W/Att. Agree.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 3

SECTION Traffic Signals by Consultant (Region 3)

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	37-1409	12/17/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		400
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		400
904 CONSULTANT		23,150	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,800
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICATIONS		6,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,500	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		10,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		800	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 54,350
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Combination of the following four projects:
1) Oregon Coast Highway @ Winchester Avenue (Reedsport)
2) Crater Lake Highway @ Delta Water Road (Medford)
3) Cape Arago Highway @ Oak Street (N. Bend) 10-24-85
4) Interstate 105 @ Coun^try Club Raod (Eugene)

This replaces prefixes 10-1948 & 106-1996.

PREPARED BY Kit Lashk Cost & Records	DATE 12/17/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/20/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 12/17/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

NOTED
P. SINGER

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION TRAFFIC SIGNALS [illegible] (REG. 3)

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 12/14/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ ~~4,000~~	$ 2000	915 AUDITS	$ —	$	933 SURFACE DESIGN	$ 1,000	$
902 CITIZEN'S INVOLVEMENT	—		916 PHOTO-GRAMMETRY	—		934 GEOLOGY	400	
903 LOCAL GOVERNMENT	—		918 LOCATION	800		935 SOILS	400	
904 CONSULTANT	23,150		919 ENGINEERING GRAPHICS	—		936 REGION TRAFFIC	1,800	
905 FINAL DESIGN	~~7,000~~	4000	920 PROGRAM MANAGEMENT	200		937 HYDRAULICS	200	
906 BRIDGE DESIGN	—		921 SPECIFICA-TIONS	~~8,000~~	6000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN	—		922 ADMIN. SERVICES	200		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	2,500		923 ENVIRONMENTAL SECTION	200		950 TRAINING		
910 REGION GEOLOGIST	—		924 D.O.T.	—		955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	26,500		925 AIR MONITORING	—		960 PERSONAL LEAVE		
912 LANDSCAPE	—		926 FOUNDATION	—		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	500		927 FREE BRIDGE DESIGN	—				
914 REGION UTIL-ITY LIAISON	800		932 RAILROAD & UTILITIES	200			54,350	

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$ ~~77,850~~	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

COMBINATION OF THE FOLLOWING FOUR PROJECTS:
1) OREGON COAST HWY @ WINCHESTER AVE (REEDSPORT)
2) CRATER LAKE HWY @ DELTA WATERS RD. (MEDFORD)
3) CAPE ARAGO HWY & [illegible] ST (COOS BAY)
4) INTERSTATE 105 @ COUNTRY CLUB ROAD (EUGENE)

PREPARED BY KIT [illegible]	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

17,462.50

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FG-51(7) Fra

2. STATE PROJECT NO. See Below 7-6-1

2A. COUNTY NAME Coos N. Bend

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50082

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Kit
Trout
Oakes
J Peterson
Region 3

11-26-84 ch

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/19/84	Primary 51	Secondary 240

10. GENERAL LOCATION:

Cape Arago Highway at Oak Street (North Bend)

11. GENERAL DESCRIPTION OF WORK

Withdraw Project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

XX ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/14/84 the project withdrawal is approved and Federal obligated funds in amount of $14,700; Appn Code A14 are released.

1 Versteeg ✓
4 Anderson
Cy Adams Mann
Macnab
2 Edwards E
Terpin
5 Trout
3 Webster S
STRAWN

RECEIVED
NOV 26 1984
ROAD DESIGN SECTION

Do not File
Return to
Bring Up
Action

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT PROGRAM UNIT ___
NOV 28 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/21/84	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 14, 1984

In Reply Refer to
File No
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Withdrawal
Item No. 50082
Project No. FG-51(7)
Cape Arago Hwy. @ Oak St. (North Bend) Section
Cape Arago Highway
Coos County

I request your approval to withdraw the subject project.

It has been determined to finance the preliminary engineering with state funds.

This will release $14,700 in obligated federal funds.

DRH:pf

cc: Highway Accounting (No Prefix Assigned)
L. E. George
James J. Gix, Region 3
General Files

Form 734-3122

TRA 7 6-1
7 Read

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FG-51(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50082

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/25/84

8. FEDERAL ROUTE NUMBER Primary 51

9. STATE ROUTE NUMBER Secondary 240

10. GENERAL LOCATION:
Cape Arago Highway at Oak Street (North Bend)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage & utility preparatory work TEC $14,700 FF
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 10/22/84.

RECEIVED
STATE HWY ENGR
OCT 30 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
10/31

14. DATE 10/29/84

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
B[illegible]
FOR
Info Inv R/U D/R Sign Act File

Hunter

August 27, 1984
IN REPLY REFER TO
HFO-OR/550

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Proposed Personal Service Contract
Wilsey & Ham
Preliminary Engineering
Traffic Signals

Mr. Potter's letter of 8/21/84 requested pre-award review and approval of the subject proposal which includes work to be accomplished for the following projects:

F-2-3(-)	Oregon Coast Hwy. @ Winchester Ave. (Reedsport)
HES-93(1)	Beltline Hwy. @ Barger Ave. (Eugene)
F-15(-)	Crater Lake Hwy. @ Delta Waters Rd. (Medford)
FG-51(-)	Cape Arago Hwy. @ Oak St. (N. Bend)
IR-105-4(-)197	Interstate 105 @ County Club Rd. (Eugene)

Under the provisions of FHPM 1-7-2.7d the above projects must be approved and authorization granted before any work can be approved for a consultant. Project HES-93(1) has been approved. In addition, the prerequisites necessary for project approval must be completed such as Environmental Classification, A-95, and signal warrants.

When the above has been accomplished consideration will be given to the subject proposal.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (L E George)
OSHD (E Marges)

NOTED
H. S. COULTER

240

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02084

Coos County

SECTION Cape Arago Hwy. @ Oak Street

REGION 3

Hwy # 240

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 106-1996

DATE 5-22-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		300	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		600
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		7,100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

	TOTALS	$ $ 14,700
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER FG-S1(7)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This is for authority to conduct a field survey and prepare a base map.

1 Versteeg ✓
Anderson
Cy Adams
Cy Macnab
2 Edwards
Terpin
3 Trout
Wakerlig

RECEIVED
NOV 6 1984
ROAD DESIGN SECTION

Do Not File ☐
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NOTED
RICK KUEHN

On WIP

PREPARED BY	DATE 4/19/84	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/29/84
RECOMMENDED, REGION ENGINEER X	DATE 4-9-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-24-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-25-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02084

SECTION Cape Arago Hwy. @ Oak Street

REGION 3

STATE HIGHWAY # 240	HIGHWAY NAME Cape Arago	MILE POST FROM 2.13 TO	LENGTH
☒ URBAN ☐ RURAL	CITY North Bend	COUNTY Coos	ROAD/STREET NAME
ROUTE #	FEDERAL AID # FAP 51	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 12.5
RIGHT OF WAY		$ ---
ROADWAY	$ ---	
STRUCTURES	$ ---	
SIGNALS	$ 70	
ILLUMINATION	$ ---	
TEMPORARY PROTECTION	$ ---	
	$	
40% ENGINEERING & CONTINGENCIES	$ 28	
TOTAL CONSTRUCTION		$ 98
TOTAL ESTIMATE		$ 110.5

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	X
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	9

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/86	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR 86

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	5	5
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	Y	-
AVERAGE DAILY TRAFFIC	13,500	-
YEAR OF AVERAGE DAILY TRAFFIC	1982	-

DEFINE THE PROBLEM

A traffic signal investigation was conducted at this intersection in October of 1979 and the interruption of continuous traffic warrant was met.

PROPOSED SOLUTION

Install a fully actuated three-phase with overlap traffic signal.

REQUESTED: REGION ENGINEER X	DATE 4-9-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 18 JAN 84	PROGRAM YEAR 86	FUNDING FA

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02084

SECTION
Cape Arago Hwy. @ Oak Street

REGION
3

PROJECT JUSTIFICATION

The Cape Arago Highway at this location runs east and west and is presently a four-lane section with a continuous left turn lane. Oak Street intersects on the north and south sides, but the Oak Street centerlines are offset approximately 105 feet. This is typical of several side streets within this area.

A traffic signal investigation conducted in October 1979 shows that this intersection meets the interruption of continuous traffic warrant. Due to the offset distances of Oak Street centerlines and the low volumes of the south approach, it is the recommendation of this office that this intersection be treated as a "T" intersection, signalizing the Cape Arago Highway and the north Oak Street approach.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02084

REGION 3

SECTION Cape Arago Hwy. @ Oak Street

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 0	NEW (#) 1

UTILITIES S (LIST BELOW)

COMPANIES

Pacific Power & Light Co.
General Telephone Co. of the NW
Coos Bay - North Bend Water Board

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y

DESIGN SPEED 40 MPH

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
		C				14	12	14	12	14				C		
		C				14	12	14	12	14				C		

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5/24/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02084

SECTION
Cape Arago Hwy. @ Oak Street

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

N/A

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

N/A

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The installation of a traffic signal at this location will reduce angle accidents and minimize the back-up of side street traffic. There is no expected increase in traffic volumes.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

N/A

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

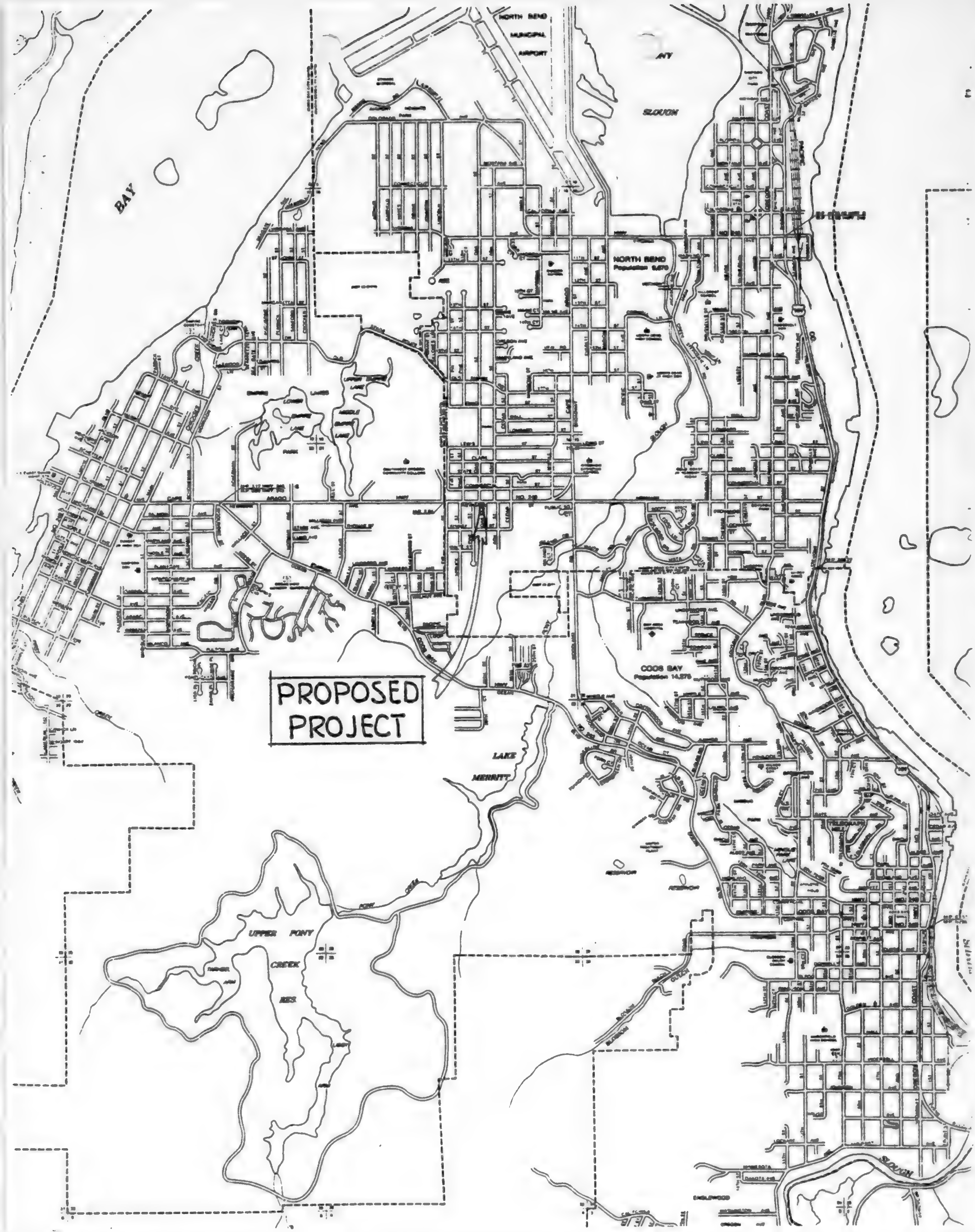
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

vicinity map, manual count, traffic signal warrant comparison

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	440-3399	


NORTH BEND
MUNICIPAL
AIRPORT
BAY
SLOUGH
BAY
NORTH BEND
Population 9,670
COOS BAY
Population 14,376
PROPOSED
PROJECT
LAKE
MERRITT
UPPER PONY
CREEK
RES
SLOUGH
ENGLEWOOD

[illegible]

[illegible]

DATE: March 13, 1984

TO: Oregon Transportation Commission TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Traffic Signals, Various Highways

On the agenda for your consideration at the March 20 meeting will be a request to proceed with the selection of consultants and to undertake contracts for engineering services on selected signal projects. Attached is a list of the selected projects and the estimated cost of the consultant services for each. It is intended to contract for all signals in one region with a single consultant.

Numerous signals were added to the Six-Year Highway Improvement Program in FY 1984 and FY 1985. The construction season is upon us and our field crews will be unable to survey for the vicinity maps necessary to make signal contract plans in time to get the signal construction underway; therefore, we propose to contract for consultant services to prepare vicinity maps for the projects selected. The estimated cost for this work is $290,000.

The need for these signal installations has been identified and they should be made without delay to conform with the dates given in the Six-Year Highway Improvement Program. Funds are available from various federal highway programs.

Your approval is recommended.

Att.

FET:ge sl
Attachment

bc Fred Miller w/att
Robert Gormsen "
E. S. Hunter "
W. E. Schwartz "
R. N. Bothman "
Section Heads "
Region Engineers "
George Bell "

1985 Squaw Creek (Camp Polk Rd) 10,140
Bridge Sec., of County Rd. FAS B355.
(Grad., paving & structure)

C+A 7970 5-3-84

11 - 19 - 85

11-8-83

10,140

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5/29/90

COUNTY: Deschutes AGREEMENT NO.: 7970 PROJECT NO.: BRS-B355(1)/BRS-RS-B355(2)

CONTRACT NO. 10140 SECTION: Squaw Cr. (Polk Camp Rd.) Br.

Preliminaty Engineering Prefix: C509-1928

	Participating	Nonparticipating
Project Manager	$ 4,432.25	$
Final Design	4,104.22	1.50
Right-of-Way Description	5,353.97	
R/W Utility Liaison	390.27	
Location Section	933.95	
Program Section	173.05	
Environmental Section	83.16	
Structural Foundations	1,763.76	
Free Bridge Design	5,436.61	
Free Specifications	1,582.29	37.00
Surface Design	156.34	
Review & Process Prospectus	11.78	
Hydraulics	2,105.14	
Total PE Cost	$ 26,526.79	$ 38.50
Less Free Br. Design & Specs	-7,019.90	-37.00
Total PE Cost to County	$ 19,506.89	$ 1.50

Right-of-Way Prefix: C509-2511

	Participating	Nonparticipating
Cost of Land	$ 800.00	$
Property Appraisal	1,287.69	
Title Fees & Processing	367.56	
Property Negotiations	1,631.98	
Legal	15.71	
Appraisal Review	487.49	
R/W Office Expense	1,120.06	
Program Section	54.41	
Total R/W Cost	$ 5,764.90	

Construction Prefix: C10140

	Participating	Nonparticipating
Payment to Contractor	$ 134,585.84	$
Interest on Final Payment		450.45
Construction Branch	787.77	
Region Office	1,093.84	
Field Engineering	15,507.60	6,722.11
Technical Services	601.86	

Program Section	37.06	
Materials Section	2,159.75	
EEO Monitoring	1,287.01	
Total Construction Cost	$ 156,060.73	$ 7,172.56
Less State Share Nonparticipating	0.00	-3,361.05
Total Construction Cost	$ 156,060.73	$ 3,811.51

Summary

Participating PE Cost	$ 19,506.89
Participating R/W Cost	5,764.90
Participating Construction Cost	156,060.73
Total Participating Cost	$ 181,332.52

Federal Funds

P.E. (80%)	$ 15,605.51	
R/W (80%)	4,611.92	
Const. (80%)	99,761.33	
Const. (88.15%)	27,643.02	147,332.52
SUBTOTAL		$ 33,710.74
Less State Share of Const.Cost Only		-14,328.20
Plus Nonparticipating Cost		3,813.01
Less County's Advance Deposits		
P.E. AD #83-120	$ 2,900.00	
Const. AD #85-114	11,800.00	
Const. AD #85-125	3,900.00	-18,600.00
BALANCE DUE FROM COUNTY		$ 4,595.55

MKS:pf

Oregon Department of Transportation
AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY 52	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER
BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER	FHWA - OVRD

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	S F O
01	0610	C509 1928	012		927	598			5299.43			
02	11	11	000		927	11			5299.43	R		
03	11	11	012		929	11			1582.29			
04	11	11	000		921	11			1582.29	R		
05	0610	11	012		927	11			137.18			
06	11	11	000		903	11			137.18	R		
07	0610	11	020		929	11			37.00			
08	0610	11	010		921	11			37.00	R		
09	0610	C6140	020		900	11			6722.11			
10	0610	11	001		900	11			6722.11	R		
11												
12												
13												
14												

REASON FOR REQUEST

TOTAL 27,556.02

UNDER ORS 366.155 K the State
will PROVIDE a BRIDGE DESIGN, plans
and Specifications at No Cost to County

PREPARED BY

APPROVED BY

734-1007 (1/[illegible])

```
PAGE    10

                         JOB COST SUMMARY RUN ON  05-23-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 05/19/90
                           FOR EXPENDITURE ACCOUNT C5092511

                                               CREW   MSA        CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--         ------ -------- ---------- ------ -- --      -------       ----------
C5092511 000    421       001         7700                                   8.34
C5092511 000    421       001         7780                                  39.71
OBJ-DETAIL 001                                                               48.05

ACTIVITY   421                                                               48.05 SUBTOTAL

C5092511 000    899       362         0631
OBJ-DETAIL 362

ACTIVITY   899                                                                     SUBTOTAL

C5092511 000    913       504         7111                                   7.54
OBJ-DETAIL 504                                                                7.54

ACTIVITY   913                                                                7.54 SUBTOTAL

C5092511 000    920       001         0631                                  37.06
OBJ-DETAIL 001                                                               37.06

ACTIVITY   920                                                               37.06 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                      92.65

C5092511 011    899       299         0100                               5,120.80 ***
OBJ-DETAIL 299                                                           5,120.80

ACTIVITY   899                                                           5,120.80 SUBTOTAL

C5092511 011    910       001         7111                                 237.32
C5092511 011    910       001         7363                                  99.23
OBJ-DETAIL 001                                                              336.55

ACTIVITY   910                                                              336.55 SUBTOTAL

C5092511 011    913       504         7111                                   1.12
OBJ-DETAIL 504                                                                1.12

ACTIVITY   913                                                                1.12 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  5,458.47

EA         C5092511 TOTAL                                                5,551.12

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,140

5-23-90

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                             JOB COST SUMMARY RUN ON  05-23-90
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 05/19/90
                              FOR EXPENDITURE ACCOUNT R54048

                                               CREW   MSA         CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------       ----------
R54048   000    414      001        7770                                 80.56
OBJ-DETAIL 001                                                           80.56

R54048   000    414      550        7770                                  4.20
OBJ-DETAIL 550                                                            4.20

ACTIVITY   414                                                           84.76 SUBTOTAL

R54048   000    420      001        7700                                 18.29
OBJ-DETAIL 001                                                           18.29

ACTIVITY   420                                                           18.29 SUBTOTAL

R54048   000    428      001        7760                                 88.52
OBJ-DETAIL 001                                                           88.52

ACTIVITY   428                                                           88.52 SUBTOTAL

R54048   000    899      299        7700
R54048   000    899      299        7760
R54048   000    899      299        7770                                       ***
R54048   000    899      299        7770
OBJ-DETAIL 299

ACTIVITY   899                                                                 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                 191.57

EA         R54048 TOTAL                                                 191.57


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  05-23-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 05/19/90
                          FOR EXPENDITURE ACCOUNT R54433

                                     CREW   MSA         CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH         DATE
--       ------ -------- ---------- ------ -----        -------     ----------
R54433   000    909      001        7111                                 22.21
OBJ-DETAIL 001                                                           22.21

ACTIVITY   909                                                           22.21 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                  22.21

EA         R54433 TOTAL                                                  22.21


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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DESCRIPTION		PREFIX	FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	504	2518	401	00 P 1			1,200.00	
	504	2518	407	00 P 1			249.10	
	504	2518	412	00 P 1			203.38	
	504	2518	430	00 P 1			170.47	
	504	2518	930	00 P 1			688.06	
			TOT	P1			2,511.01	
			** JOB TOTALS **		**	**	2,511.01	**
S BANK CHETCO R RD XING	CONT NO	* FA PROJ NOS RS A301002 100						STATE
	508	2505	296	00 N 9			29,162.93CR	
	508	2505	298	00 N 9			29,162.93	
	508	2505	401	00 P 1			26,500.00	
	508	2505	407	00 P 1			1,928.78	
	508	2505	412	00 P 1			228.09	
	508	2505	413	00 P 1			200.39	
	508	2505	414	00 P 1			1,337.69	
	508	2505	920	00 P 1			32.20	
	508	2505	930	00 P 1			2,844.90	
			TOT	P1			33,072.05	
			** JOB TOTALS **		**	**	33,072.05	**
SQUAW CR (CAMP POLK RD) BR	CONT NO	FA PROJ NOS BRS B355001 100						STATE
	509	2511	296	00 N 9	35.10CR	2,000.00CR	2,000.00CR	
	509	2511	298	00 N 9	35.10	2,000.00	2,000.00	
	509	2511	401	00 P 1	400.00	800.00	800.00	
	509	2511	407	00 P 1	5.01CR	1,287.69	1,287.69	
	509	2511	412	00 P 1	25.85	319.51	319.51	
	509	2511	414	00 P 1	16.03	1,547.22	1,547.22	
	509	2511	426	00 P :	.07CR	15.71	15.71	
	509	2511	430	00 P 1	1.27	469.20	469.20	
	509	2511	920	00 P 1	.07CR	17.35	17.35	
	509	2511	930	00 P 1	488.44	664.12	664.12	
			TOT	P1	926.44	5,120.80	5,120.80	
			** JOB TOTALS **		926.44 **	5,120.80 **	5,120.80	**
APPLEGATE RIV BR REPLACEMENT	CONT NO	* FA PROJ NOS RS A323001 100						STATE
	517	2513	407	00 N 1			1,038.37	
	517	2513	414	00 N 1			3.11	
	517	2513	920	00 N 1			30.52	
	517	2513	930	00 N 1			100.54	
			TOT	N.			1,172.54	
			** JOB TOTALS **		**	**	1,172.54	**
COVE CR(WINONA RD)BR SECT	CONT NO	FA PROJ NOS BRS A335002 100						STATE
	517	2517	296	00 N 9		7.32CR	1,659.53CR	

10,140

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

1-24-90

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY
(For use of Paying Office)

STATE
Oregon APPN 010

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10/07/83
TO 10/02/84

FEDERAL AID PROJECT NO.
BRS - B355 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 32,330.19	$ 32,291.69	.8000	$ 25,833.35	$ 25,833.35	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
01/24/90

SIGNATURE OF AUTHORIZED OFFICIAL
Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Squaw Creek (Camp Polk Rd.) Bridge Section County Road Deschutes County					
	Type Code PE Preliminary Engineering					
	Preliminary Engineering		All	Required	$26,526.79	
	Type Code ROW Right of way (STA 0 + 75 TO STA 1 + 75)					
	Right of Way		All	Required	5,764.90	
	Total Participating Cost				32,291.69	
	Non - Participating Project Cost					
	Preliminary Engineering		All	Required	38.50	
	Total Non - Participating Cost				38.50	
	Total Project Cost				32,330.19	
	C10140 C509-1928 C509-2511 R54048 R54433					
	AMOUNT CARRIED FORWARD					

```
                          JOB COST SUMMARY RUN ON  05-23-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 05/19/90
                            FOR EXPENDITURE ACCOUNT C5091928

                                          CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----         -------        ----------
C5091928 000     899      504        0100                                    138.45
OBJ-DETAIL 504                                                               138.45

ACTIVITY   899                                                               138.45 SUBTOTAL

C5091928 000     903      001        7460                                    101.05
OBJ-DETAIL 001                                                               101.05

ACTIVITY   903                                                               101.05 SUBTOTAL

C5091928 000     905      001        7000                                      9.24
C5091928 000     905      001        7310                                    148.72
C5091928 000     905      001        7363                                     78.01
C5091928 000     905      001        7364                                    158.80
OBJ-DETAIL 001                                                               394.77

C5091928 000     905      130        7300                                      4.50
OBJ-DETAIL 130                                                                 4.50

C5091928 000     905      504        0100                                      6.30
OBJ-DETAIL 504                                                                 6.30

C5091928 000     905      560        7363
OBJ-DETAIL 560

ACTIVITY   905                                                               405.57 SUBTOTAL

C5091928 000     914      001        7700                                     28.43
OBJ-DETAIL 001                                                                28.43

ACTIVITY   914                                                                28.43 SUBTOTAL

C5091928 000     920      001        0631                                     42.96
OBJ-DETAIL 001                                                                42.96

ACTIVITY   920                                                                42.96 SUBTOTAL

C5091928 000     921      001        7200                                    607.66
OBJ-DETAIL 001                                                               607.66

C5091928 000     921      136        0500                                    547.08
OBJ-DETAIL 136                                                               547.08


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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To Design

To 927

```
                           JOB COST SUMMARY RUN ON  05-23-90
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 05/19/90
                             FOR EXPENDITURE ACCOUNT C5091928

                                            CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--         ------ -------- ---------- ------ -----        -------        ----------
C5091928 000    921      501        0100                                      156.50
C5091928 000    921      501        7200
OBJ-DETAIL 501                                                                156.50

C5091928 000    921      504        7200                                       40.00
C5091928 000    921      504        8027                                       11.70
OBJ-DETAIL 504                                                                 51.70

ACTIVITY   921                                                              1,362.94 SUBTOTAL

C5091928 000    923      001        7430                                       33.68
C5091928 000    923      001        7530                                       39.12
OBJ-DETAIL 001                                                                 72.80

ACTIVITY   923                                                                 72.80 SUBTOTAL

C5091928 000    960      136        7144                                        2.78
OBJ-DETAIL 136                                                                  2.78

ACTIVITY   960                                                                  2.78 SUBTOTAL

C5091928 000    963      504        0100                                        9.00
OBJ-DETAIL 504                                                                  9.00

ACTIVITY   963                                                                  9.00 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                     2,163.98

C5091928 010    905      560        7363                                        1.50
OBJ-DETAIL 560                                                                  1.50

ACTIVITY   905                                                                  1.50 SUBTOTAL

C5091928 010    921      501        7200                                       37.00
OBJ-DETAIL 501                                                                 37.00

ACTIVITY   921                                                                 37.00 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                        38.50

C5091928 011    899      299        0100                                   24,362.81 ***
OBJ-DETAIL 299                                                             24,362.81

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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11.78

```
                         JOB COST SUMMARY RUN ON  05-23-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 05/19/90
                          FOR EXPENDITURE ACCOUNT C5091928

                                                 CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--          ------ -------- ---------- ------ -----          -------        ----------
ACTIVITY     899                                                             24,362.81 SUBTOTAL

SUB-JOB      011 SUBTOTAL                                                    24,362.81

EA           C5091928 TOTAL                                                  26,565.29


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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			TOT	N1			211.91	211.91	
			** JOB TOTALS **			**	97.00 **	211.91 **	
SQUAW CK(CAMP POLK RD)BR	CONT NO		FA PROJ NOS BRS B355001 100						STATE
	509	1928	296	00	N 9		8,316.16CR	16,400.00CR	
	509	1928	298	00	N 9		8,316.16	16,400.00	
	509	1928	901	00	P 1	4.98CR	1,270.03	4,432.25	
	509	1928	905	00	P 1	33.13	828.18	3,560.20	
	509	1928	906	00	P 1		3.60	36.13	
	509	1928	909	00	P 1	18.95CR	4,289.51	5,135.31	
	509	1928	910	00	P 1			218.66	
	509	1928	913	00	P 1	.49CR	361.84	361.84	
	509	1928	918	00	P 1	.81CR	185.28	933.95	
	509	1928	920	00	P 1	.08CR	19.10	130.09	
	509	1928	921	00	P 1	219.35	219.35	219.35	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1105

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	509	1928	922	00	P 1	.05CR	10.36	10.36	
	509	1928	926	00	P 1			1,763.76	
	509	1928	927	00	P 1	20.34CR	4,696.28	5,299.43	
	509	1928	932	00	P 1	12.69	38.06	58.01	
	509	1928	933	00	P 1			98.33	
	509	1928	937	00	P 1	2.81CR	1,094.85	2,105.14	
			TOT	P1		216.66	13,006.44	24,362.81	
			** JOB TOTALS **			216.66 **	13,006.44 **	24,362.81 **	
PAULINA CK(PAULINA L. RD)B	CONT NO		* FA PROJ NOS BRS B683001 100						STATE
	509	1931	296	00	N 9		9,336.97CR	14,071.33CR	
	509	1931	298	00	N 9		9,336.97	14,071.33	
	509	1931	901	00	P 1		24.00	4,653.11	
	509	1931	905	00	P 1		2,528.52	2,528.52	
	509	1931	906	00	P 1		166.73	257.30	
	509	1931	909	00	P 1		423.39	597.13	
	509	1931	918	00	P 1			159.29	
	509	1931	920	00	P 1		197.73	308.71	
	509	1931	921	00	P 1		1,244.64	1,244.64	
	509	1931	922	00	P 1		36.09	36.09	
	509	1931	923	00	P 1			22.68	
	509	1931	926	00	P 1		272.15	1,681.11	
	509	1931	927	00	P 1		3,516.89	3,759.98	
	509	1931	933	00	P 1		88.13	88.13	
	509	1931	937	00	P 1		2,202.47	2,202.47	
	509	1931	950	00	P 1		161.53CR		
			TOT	P1			10,539.21	17,589.16	
			** JOB TOTALS **			**	10,539.21 **	17,589.16 **	

.10,140

70140

ORIGINAL

8-8-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg., Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE	**FEDERAL AID PROJECT NO.** RS-BRS-B355(2)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 9-25-85 To: 8-8-87

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	31,359.07	31,359.07	.8815	27,643.02	27,643.02	0
118	131,874.22	124,701.66	80%	99,761.33	99,761.33	0
	163,233.29	156,060.73	0	127,404.35	127,404.35	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

12,470.17

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By ______________________ *Authorized Officer* ____________ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ______________________

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY ______________________

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SQUAW CREEK (CAMP POLK RD.) BRIDGE COUNTY ROAD DESCHUTES COUNTY					
	Construction Type Code X080 Bridge No. 16685 (Sta. 11+00 to Sta. 11+50)					
	Final Contract Payment Summary (118)	Lump Sum			94,083.45	✓
	Type Code I000 Roadway (Sta. 8+50 to Sta. 11+00 and Sta. 11+50 to Sta. 14+00					
	Final Contract Payment Summary 118 13,458.66 075 27,043.73	Lump Sum			40,502.39	✓
	TOTAL PARTICIPATING CONSTRUCTION COST				$134,585.84	✓
	Construction Engineering					
	State 075 4,056.56 118 16,131.32	All Required			20,187.88	
	Misc. Project Cost					
SFO	#1EEO Monitoring Expense 075 258.78 118 1,028.23	All Required			1,287.01	✓
	TOTAL PARTICIPATING PROJECT COST				$156,060.73	
	Non-Participating Project Cost					
	Interest on Final Payments (118)	All Required			450.45	✓
	Construction Engineering (118)	All Required			6,722.11	
	TOTAL NON-PARTICIPATING PROJECT COST				7,172.56	
	TOTAL PROJECT COST				$163,233.29	
	Prepared based on Participating Cost as shown on the Federal Billing as of 1-7-87.					
	AMOUNT CARRIED FORWARD					

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PAGE      1

                        JOB COST SUMMARY RUN ON  05-23-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 05/19/90
                           FOR EXPENDITURE ACCOUNT C10140

                                            CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----         -------        ----------
C10140    000     010      001        0813                                    161.38
C10140    000     010      001        0814                                    244.17
C10140    000     010      001        0821                                    282.40
OBJ-DETAIL 001                                                                687.95

C10140    000     010      130        8027                                     99.82
OBJ-DETAIL 130                                                                 99.82

ACTIVITY   010                                                                787.77 SUBTOTAL

C10140    000     020      001        4061                                    282.84
C10140    000     020      001        8027                                    311.54
OBJ-DETAIL 001                                                                594.38

C10140    000     020      100        4061                                     23.00
C10140    000     020      100        8027                                     49.00
OBJ-DETAIL 100                                                                 72.00

C10140    000     020      102        4061                                     38.52
C10140    000     020      102        8027                                    115.56
OBJ-DETAIL 102                                                                154.08

C10140    000     020      106        8027                                    273.38
OBJ-DETAIL 106                                                                273.38

ACTIVITY   020                                                              1,093.84 SUBTOTAL

C10140    000     040      001        8027   SF
OBJ-DETAIL 001

ACTIVITY   040                                                                       SUBTOTAL

C10140    000     899      001        8027                                    321.75
OBJ-DETAIL 001                                                                321.75

C10140    000     899      136        0500                                      7.12
OBJ-DETAIL 136                                                                  7.12

C10140    000     899      146        4061                                     26.72
C10140    000     899      146        8027                                     70.34
C10140    000     899      146        8213                                      5.70
OBJ-DETAIL 146                                                                102.76

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      2

                         JOB COST SUMMARY RUN ON  05-23-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 05/19/90
                           FOR EXPENDITURE ACCOUNT C10140

                                              CREW   MSA          CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--        ------ -------- ---------- ------ -----        -------         ----------
C10140    000    899      267        7000                                    50.00
OBJ-DETAIL 267                                                               50.00

C10140    000    899      302        R
OBJ-DETAIL 302

C10140    000    899      504        7200                                    47.70
C10140    000    899      504        7460                                    10.00
OBJ-DETAIL 504                                                               57.70

C10140    000    899      550        8213                                    56.40
C10140    000    899      550        8215                                    17.60
OBJ-DETAIL 550                                                               74.00

C10140    000    899      555        0521                                    23.20
C10140    000    899      555        0531                                     1.84
OBJ-DETAIL 555                                                               25.04

ACTIVITY   899                                                              638.37 SUBTOTAL

C10140    000    900      001        1083                                   100.55
C10140    000    900      001        4000                                   399.63
C10140    000    900      001        4061                                 1,330.42
C10140    000    900      001        8027                                11,772.81
OBJ-DETAIL 001                                                           13,603.41

C10140    000    900      030        8027                                    25.50
OBJ-DETAIL 030                                                               25.50

C10140    000    900      032        8027                                   661.91
OBJ-DETAIL 032                                                              661.91

C10140    000    900      106        8027                                    74.25
OBJ-DETAIL 106                                                               74.25

C10140    000    900      130        4061                                    41.73
C10140    000    900      130        8001                                    23.37
C10140    000    900      130        8027                                   118.14
OBJ-DETAIL 130                                                              183.24

C10140    000    900      134        8027                                   136.40
OBJ-DETAIL 134                                                              136.40


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  05-23-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 05/19/90
                              FOR EXPENDITURE ACCOUNT C10140

                                           CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--        ------ -------- ---------- ------ -----           -------        ----------
C10140    000    900      240        8027                                      617.56
OBJ-DETAIL 240                                                                 617.56

C10140    000    900      260        8027                                       29.40
OBJ-DETAIL 260                                                                  29.40

C10140    000    900      440        8027                                      480.00
OBJ-DETAIL 440                                                                 480.00

C10140    000    900      450        8027                                        9.38
OBJ-DETAIL 450                                                                   9.38

C10140    000    900      470        8027                                       26.79
OBJ-DETAIL 470                                                                  26.79

C10140    000    900      550        4061                                      103.60
C10140    000    900      550        8027                                    1,434.20
OBJ-DETAIL 550                                                               1,537.80

C10140    000    900      598        0523                                   -6,686.08
OBJ-DETAIL 598                                                              -6,686.08

ACTIVITY   900                                                              10,699.56 SUBTOTAL

C10140    000    901      001        7460                                      555.87
OBJ-DETAIL 001                                                                 555.87

C10140    000    901      504        7460                                        7.05
OBJ-DETAIL 504                                                                   7.05

ACTIVITY   901                                                                 562.92 SUBTOTAL

C10140    000    903      001        7440                                       38.94
OBJ-DETAIL 001                                                                  38.94

ACTIVITY   903                                                                  38.94 SUBTOTAL

C10140    000    920      001        0612                                       37.06
OBJ-DETAIL 001                                                                  37.06

ACTIVITY   920                                                                  37.06 SUBTOTAL

C10140    000    940      001        8213                                      581.35

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  05-23-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 05/19/90
                             FOR EXPENDITURE ACCOUNT C10140

                                            CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--        ------ -------- ---------- ------ -----        -------        ----------
C10140    000    940      001        8214                                   142.64
C10140    000    940      001        8221                                    82.26
OBJ-DETAIL 001                                                              806.25

C10140    000    940      550        8213                                    22.00
OBJ-DETAIL 550                                                               22.00

C10140    000    940      551        4061                                   425.00
C10140    000    940      551        8027                                   415.00
C10140    000    940      551        8067                                    28.00
C10140    000    940      551        8213                                   341.50
C10140    000    940      551        8215                                   122.00
OBJ-DETAIL 551                                                            1,331.50

ACTIVITY   940                                                            2,159.75 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                  16,018.21

C10140    001    899      349        8027                                    69.90
C10140    001    899      349        8042                                   380.55
OBJ-DETAIL 349                                                              450.45

ACTIVITY   899                                                              450.45 SUBTOTAL

C10140    001    900      456        8027                                    19.99
OBJ-DETAIL 456                                                               19.99

C10140    001    900      584        8027                                    16.04
OBJ-DETAIL 584                                                               16.04

C10140    001    900      598        0523                                 6,686.08
OBJ-DETAIL 598                                                            6,686.08

ACTIVITY   900                                                            6,722.11 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                   7,172.56

C10140    010    143      420        0956   SF                              140.36
OBJ-DETAIL 420                                                              140.36

ACTIVITY   143                                                              140.36 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                        JOB COST SUMMARY RUN ON  05-23-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 05/19/90
                          FOR EXPENDITURE ACCOUNT C10140

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      -----------
SUB-JOB    010 SUBTOTAL                                                  140.36

C10140   011    020      001        8019                                  79.89
OBJ-DETAIL 001                                                            79.89

ACTIVITY   020                                                            79.89 SUBTOTAL

C10140   011    040      001        8027   SF                          1,028.23
OBJ-DETAIL 001                                                         1,028.23

ACTIVITY   040                                                         1,028.23 SUBTOTAL

C10140   011    201      300        8027                             -27,043.73
OBJ-DETAIL 300                                                       -27,043.73

ACTIVITY   201                                                       -27,043.73 SUBTOTAL

C10140   011    899      199        8027                                  33.22
OBJ-DETAIL 199                                                            33.22

C10140   011    899      300        8027                             135,334.09
C10140   011    899      300        8042                                -748.25
OBJ-DETAIL 300                                                       134,585.84

C10140   011    899      302        R
OBJ-DETAIL 302

C10140   011    899      598        0631                             -18,633.88
OBJ-DETAIL 598                                                       -18,633.88

ACTIVITY   899                                                       115,985.18 SUBTOTAL

C10140   011    900      598        0631                              23,605.95
OBJ-DETAIL 598                                                        23,605.95

ACTIVITY   900                                                        23,605.95 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                              113,655.52

C10140   021    040      001        8027   SF                            258.78
OBJ-DETAIL 001                                                           258.78

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  05-23-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 05/19/90
                            FOR EXPENDITURE ACCOUNT C10140

                                             CREW  MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY   040                                                               258.78 SUBTOTAL

C10140    021    201      300        8027                                 27,043.73
OBJ-DETAIL 300                                                            27,043.73

ACTIVITY   201                                                            27,043.73 SUBTOTAL

C10140    021    899      299        0523                                       .01 ***
OBJ-DETAIL 299                                                                  .01

C10140    021    899      598        0631                                 18,633.88
OBJ-DETAIL 598                                                            18,633.88

ACTIVITY   899                                                            18,633.89 SUBTOTAL

C10140    021    900      001        8027                                  4,056.56
OBJ-DETAIL 001                                                             4,056.56

C10140    021    900      598        0631                                -23,605.95
OBJ-DETAIL 598                                                           -23,605.95

ACTIVITY   900                                                           -19,549.39 SUBTOTAL

SUB-JOB    021 SUBTOTAL                                                   26,387.01

EA         C10140 TOTAL                                                  163,373.66


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

Contract #10140

REGION NO. 10	REPORT NO. 1	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 07-29-87	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-B355(2)
COMPLETION DATE (Actual) 06-30-86	ACCEPTANCE DATE BY CONRTACT AGENCY 11-28-86	TIME ELAPSED 100 %	CONTRACT TIME 90 days

LOCATION
Squaw Creek Bridge Section of Camp Polk Road (No. FAS B 355) about 2 miles northeast of Sisters.

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Minor construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Minor construction of guard rail and fence.

   C. Construction of Bridge No. 16685 over Squaw Creek.
   Length: 48 ft. Roadway width: 32 ft.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $134,585.84

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
AUG 10 '87
Fredrickson
REFER TO
FOR
Info | R/D | Act | File
DATE

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Spuis	
TITLE Area Engineer	DATE 8/7/87	TITLE District Engineer	DATE 8/7/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,140

April 1, 1987

CON 5 - #10,140

Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

A post-final payment for $611.00 will be made to Douglas S. Coats, Inc. on Contract No. 10,140 for work on the Squaw Creek (Camp Polk Road) Bridge Section of FAS B355 in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $134,585.84 including the post-final payment. Of the total, $139.16 is for force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,170

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 79

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-5-87

State Oregon

County Deschutes

Project Number BRS-B355(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 13, 1985 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 160,982.00	$ 163,888.00
	100,020.00 (118)	102,345.00 (118)
Federal funds	$ 31,695.00 (075)	$ 31,695.00 (075)

Other revisions

This modification is made for the following reasons:

To include increase in construction and construction engineering

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of MAR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

RX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon March 3, 1987

Federal-Aid Project No. BRS-B355(2)

Squaw Creek (Camp Polk Road) Bridge Section
County Road
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 8+50 - 11+00 & Sta. 11+50 = 14+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete	$35.00	335	$11,725.00	354.343	$12,402.00

Subtotal from Previous Estimate of November 6, 1985	$ 45,862.73
Total Increase	677.00
Subtotal	$ 46,539.73
Engineering	6,980.27
Total	$ 53,520.00

Type Code X080
Bridge No. 16685 (Sta. 11+00 - 11+50)

Subtotal from Previous Estimate of November 6, 1985	$ 95,972.48
Subtotal	$ 95,972.48
Engineeirng	14,395.52
Total	$110,368.00

Length of Structures ---------------- 0.009 mile
Length of Roadway ------------------- 0.095
Total Project Length ---------------- 0.014 mile

Cost of Roadway Per Mile ------------ $563,368.42

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Structure	118	80%	$110,368.00	$ 88,294.00	$11,037.00	$11,037.00
Roadway	118	80%	17,564.00	14,051.00	1,756.00	1,757.00
Roadway	075	88.15%	35,956.00	31,695.00	2,130.00	2,131.00
TOTAL			$163,888.00	$134,040.00	$14,923.00	$14,925.00

Sub-Job 000 = 0%; Sub-Job 011 = 68%; Sub-Job 021 = 32%
Contract No. C10140
Prefix No. C509-1928 P.E.
Prefix No. C10140 Const.

DDB:me

10,140

N

TO BE COMPLETED BY FHWA		
11-47+40	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 11-13-85	STATE Oregon COUNTY Deschutes PROJECT NO. RS-BRS-B355(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Squaw Creek (Camp Polk Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-25-85	0.104
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
125,026.00 (118) $ 35,956.00 (075)	100,020.00 (118) $ 31,695.00 (075)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator NOV 13 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

2-Files

Oregon State Highway Division
Salem, Oregon November 6, 1985

Federal Aid Project No. RS-BRS-B355(2)

Squaw Creek (Camp Polk Rd.) Bridge Section
County Road
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Bridge No. 16685 (Sta. 11+00 to Sta. 11+50)

Mobilization	Lump Sum	All	Lump Sum	$	8,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		500.00
Temporary Signs	Sq. Ft.	117	10.00		1,170.00
Temporary Barricades	Each	2	75.00		150.00
Temporary Guardrail, Type 1 Reflectorized	Lin. Ft.	75	10.00		750.00
BRIDGE NO. 16685					
Bridge Removal Work	Lump Sum	All	Lump Sum		10,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		3,000.00
Structural Excavation	Cu. Yd.	360	5.00		1,800.00
Special Wall Backfill	Cu. Yd.	110	11.00		1,210.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum		27,000.00
Reinforcement	Lump Sum	All	Lump Sum		8,000.00
4'x45'/50' Prestressed Slabs	Each	8	3,000.00		24,000.00
Metal Rail with Tubing	Lin. Ft.	113	45.00		5,085.00
Guardrail, Type 3	Lin. Ft.	100	20.00		2,000.00
Loose Riprap, Class 700	Cu. Yd.	283	10.00		2,830.00
				$	95,495.00
Anticipated Items					
EEO/Labor Compliance Monitoring	All Required			$	477.48
			Subtotal	$	95,972.48
			Engineering		12,955.52
			Total	$	108,928.00

Type Code 1000

Roadway (Sta. 8+50 to Sta. 11+00 and Sta. 11+50 to Sta. 14+00)

Toe Trench Excavation	Cu. Yd.	154	8.00	1,232.00
General Excavation	Cu. Yd.	1,401	4.00	5,604.00
1"-0 Aggregate Base	Ton	1,716	11.00	18,876.00
Class "C" Asphalt Concrete	Ton	335	35.00	11,725.00
Guardrail, Type 2A	Lin. Ft.	150	15.00	2,250.00
Guardrail Anchors, Type 1	Each	4	300.00	1,200.00
Rail End Pieces, Type C	Each	4	85.00	
Type 2 Fence	Lin. Ft.	480	4.00	1,920.00
				$ 43,147.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,500.00
Roadside Seeding, Mulching, and Fertilizing	All Required		1,000.00
EEO/Labor Compliance Monitoring (0.5%)	All Required		215.73
			$ 2,715.73
		Subtotal	$ 45,862.73
		Engineering	6,191.27
		Total	$ 52,054.00

Length of Structure	0.009 mi.
Length of Roadway	0.095 mi.
Total Project Length	0.104 mi.
Cost of Roadway Per Mile	$ 547,936.84

SUMMARY OF FUNDS (80%)

Description	Appn	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Structure	118	80%	$ 108,928.00	$ 87,142.00	$ 10,893.00	$ 10,893.00
Roadway	118	80%	16,098.00	12,878.00	1,610.00	1,610.00
Roadway	075	88.15%	35,956.00	31,695.00	2,130.00	2,131.00
Total			$ 160,982.00	$ 131,715.00	$ 14,633.00	$ 14,634.00

Group 000 = 0%; Group 011 = 68% Group 021 = 32%
Contract No. C10140
Prefix: C509-1928 PE
Prefix: C10140 Const.
Appn Code 118
Appn Code 075
DRH:bkb

10,140

January 26, 1987

CON 5 - #10,140

Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

On December 8, 1986, we wrote to you concerning release of final payment on Contract No. 10,140 awarded to Douglas S. Coats, Inc. for work on the Squaw Creek (Camp Polk Road) Bridge Section in Deschutes County.

Final payment on this contract is $5,980.95 and the total contract amount is $133,974.84 including $139.16 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,140

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10140

TO: Commission Services **DATE:** November 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10140, On Site Work Substantially Completed June 30, 1986

All Work Completed July 24, 1986

Project Squaw Creek (Camp Polk Road) Bridge

Highway FAS B355

County Deschutes

Type of Work Grading, Paving and Structure

Contractor Douglas S. Coats, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
DEC 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to surety
12-8-86
azm

81-125-1367

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION 378-3487

ROW

TO: D. O. Christensen
Road Design Engineer

DATE: July 31, 1986

FROM: George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Drawing No. IRV-522
Squaw Creek (Camp Polk Road)
Bridge Section
FAS B355
Deschutes County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the Plan to our office for further processing.

GFS:jc
Attachments

APPROVED
Duane O Christensen
Design Engr.

8/1 approved, Signed by
ELH and returned,
to R/W Descriptions
cm

125-1307

10140

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PI 'ECTS

PROJECT NAME (SECTION) SQUAW CREEK BRIDGE		WEEK ENDING 26 JULY [illegible], 1986
		CONTRACT NO 10140
HIGHWAY CAMP POLK ROAD	COUNTY DESCHUTES	F A PROJECT NO BRS-B355(2)
CONTRACTOR DOUGLAS S. COATS	KIND OF WORK GRADING PAVING STRUCTURE	DATE OF AWARD 11-1-85

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 148,217.00	AUTHORIZATION	$ 12,765.00
		COST THIS WEEK	$ 1,000.00
ESTIMATED PROJECT COST	$ 144,357.00	TOTAL TO DATE	$ 18,000.00
ESTIMATED PERCENT XXXXUN/UNDERRUN	-2.6%	PERCENT OF AUTHORIZATION	141 %

FIRST NOTIFICATION DATE: 3-31-86

ESTIMATED DATE OF COMPLETION, OR: 6-26-86

SECOND NOTIFICATION DATE AND: A-6/30/86 & B-6/28/86

ESTIMATED SEMIFINAL SUBMITTAL DATE: JULY 30, 86

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	/ /	90	88	97	YES
B	06/30/86	0	0	0	YES
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,400 CY	1,716 TN	335 TN			
EST. CORRECTED QUANTITIES	1,275 CY	1,353 TN	354 TN			
EST. PERFORMED TO DATE	1,275 CY	1,353 TN	354 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

NO ACTIVITY THIS WEEK.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

SUBMITT SEMI-FINAL TO REGION

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B355(1)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40079

2A. COUNTY NAME Deschutes

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE January 28, 1986

8. FEDERAL ROUTE NUMBER Secondary B355

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Squaw Creek (Camp Polk Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 1-21-86 we approve the revised Preliminary Engineering costs to a TEC of $33,200; Federal Funds $26,560.

(Increase TEC $10,200; Federal Funds $8,160)

14. DATE 1/29/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 21, 1986

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY
GARY A. POTTER**

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 40079
Project No. BRS-B355(1)
Squaw Creek (Camp Polk Road) Br. Section
County Road
Deschutes County

I request your approval of a program change on the subject project to increase the preliminary engineering estimated total cost of $10,200 and federal funds of $8,160.

Justification for the increase in preliminary engineering is set forth on the enclosed copy of page 2 of part 4 of the project prospectus.

Enclosed is a copy of a revised project agreement estimate and modification of project agreement (PR 2A) which reflects the revision in financing.

DDB:pf
Enclosure

cc: R. C. Pool
General Files

Form 734-3122

PROJEC. PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01733

SECTION Squaw Creek (Camp Polk Rd) Br. #9C05

HIGHWAY NO.

COUNTY Desc. NO. 9

REGION 4

AUTHORIZATION NO. 2

PROJECT EA C509-1928

DATE 1-6-86

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	4000	4,500	4,500	**914** UTILITY LIAISON	7783	100	100
					4030	200	200
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A			**916** PHOTOGRAMMETRY SERVICES	7142		
	N/A			**917** INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			**920** PROJECT PROGRAMMING	06(00)	200	200
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(00)	1,000	1,000	**921** SPECIFICATIONS AND ESTIMATES	7200	1,000	1,000
	74(— —)			**923** ENVIRONMENTAL STUDIES	75(00)	200	200
	4061	3 500	3 500		75(— —)		
904 PRELIMINARY DESIGN	7112				75(— —)		
905 FINAL DESIGN	73(00)	3,000	3,000	**925** AIR MONITORING	7510		
906 REDESIGN	73(— —)			**927** FREE BRIDGE DESIGN	74(00)	5 300	5,300
907 T.P.D.T. DESIGN	73(31)	1,000	1 000		74(— —)		
908 FIELD TESTING	4061	300	300	**929** FREE BRIDGE SPECIFICATIONS	7200	1,000	1,000
909 RIGHT-OF-WAY DESCRIPTION	7111	4,000	4,000	**933** BASE DESIGN	7141	100	100
910 RIGHT-OF-WAY MAPS	7111	1,500	1,500	**934** GEOTECHNICAL INVESTIGATION	7120		
911 SIGN AND SIGNAL DESIGN	76(00)	200	200	**937** HYDRAULIC STUDIES	7143	2,100	2,100
	76(— —)			**949** SYSTEM STUDIES	N/A		
	76(— —)			**960** PROCESS PROJECT PROSPECTUS	7144		
				961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(— —)			**962** RECONNAISSANCE SURVEYS	71(— —)		
913 RIGHT-OF-WAY LIAISON	7770	400	400	**963** REVIEW FIELD SURVEYS	7113	900	900

Continued on Page 2

RECEIVED

FEB 7 1986

ROAD DESIGN SECTION

1 RDE
cy PDE
SE
LE
LFE
GTE
2 PDE
3 PDS
BPM

LPC
LA
LDS
RWD
FLC
4 OFFICE
Copy All
Return To

734-1914 (6-85)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID #	01733
REGION	4

SECTION
Squaw Creek (Camp Polk Rd.) Br. # 9C05

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000	200	200				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

	TOTALS	$ 30,700	$ 30,700
RIGHT-OF-WAY EA	**PE FUNDING** Federal	PREVIOUS AUTHORIZATION	$ 20,500
FEDERAL AID PROJECT NUMBER BROS-B 355 (1)		ADD. AUTH. REQUIRED	$ 10,200

LOCATION ENGINEER'S REMARKS

This authorization is to update the estimated cost to reflect the funds needed for unanticipated right-of-way. Various other functions have been increased to reflect actual costs.

PREPARED BY Steve Snecht	**DATE** 1/6/86	**APPROVED ASST. HIGHWAY ENGINEER** X	**DATE** 1/14/86
RECOMMENDED, REGION ENGINEER X	**DATE**	**O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL**	**DATE**
RECOMMENDED, LOCATION ENGINEER X	**DATE**	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE** 1-28-86	

734-1914 (6-85) cont.

CON 17-1

November 19, 1985

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701

AGR

Attention: Mary Sue Penhollow
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 7170

Attached for your records is a fully executed copy of a supplemental agreement that alters the project's funding structure on the Squaw Creek (Camp Polk Rd.) Bridge Section.

We have retained a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

bk

Att.

bc: Gary Potter (agree. attach.)

10,140

November 14, 1985

CON 5 - 10,140

Douglas S. Coats Inc.
P. O. Box 311
Bend, OR 97709

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,140 for work on the Squaw Creek (Camp Polk Road) Bridge Section of FAS B355 in Deschutes County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

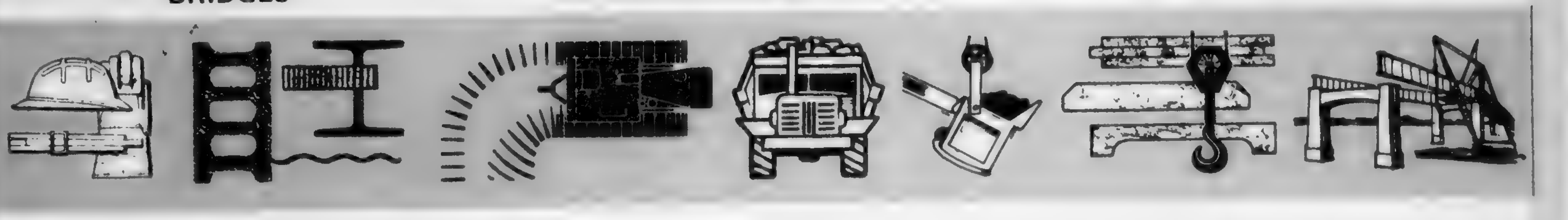
Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Jerry Thackery

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

October 25, 1985

Office of Commission Services
Room 121
Salem, Oregon 97310

Gentlemen:

The minority sub-contractor we propose to use on the Squaw Creek (Camp Polk Rd.) Bridge project is E M W Construction Co of Bend, Oregon.

Bid Items As Follows:

Guard Rail Type 2A	15.00 Ft.	2,250.00
Guard Rail Type 3	27.00 Ft.	2,700.00
Guard Rail Anchors, Type 1	4 @ 300.00	1,200.00
Rail End Pieces, Type C	4 @ 85.00	340.00
Metal Rail With Tubing	113 Ft @ 45.00	5,085.00
Total:		11,575.00

Sincerely,

DOUGLAS S COATS

Ruth L Fooler

RECEIVED
OCT 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Thomas Jones

10,140.

HIGHWAY DIVISION

PRO-AGR

Larry Rulien
State Highway Engineer

November 8, 1985

Gary A. Potter, Manager
Program Section

Supplemental Agreement #7970
H.B.R. & F.A.S.-C Project
Squaw Creek (Camp Polk Rd.) Bridge
Deschutes County

Attached for your approval are three properly executed copies of a supplemental agreement that alters the project's funding structure. This project was approved by the state highway engineer on July 5, 1983 under delegated authority from the Oregon Transportation Commission.

I recommend approval.

EDM:bkb
Attachments

jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-RS-B355(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40079

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 28, 1985

8. FEDERAL ROUTE NUMBER Secondary B355

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Squaw Creek (Camp Polk Rd.) BR # 09C05-C32-00414

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 10-17-85 the Program Change is approved as follows:

1) Appn Code --- add 075
2) Project No. Changed to read BRS-RS
3) Decrease appn 118 (TEC $44,740; FF $35,774)
   Add appn 075 (TEC $44,740; FF $39,438)

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/4

14. DATE 10/30/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,140

October 28, 1985

PRC

Mr. Dave Hoerning
Director of Public Works
61160 SE 27th
Bend, OR 97720

Dear Mr. Hoerning:

SUBJECT: Squaw Creek (Polk Camp Rd.) Br.
Project No. BRS-B355(1), RS-B355(1)
Deschutes County

On October 24, 1985 the State Highway Division received a satisfactory bid from Douglas S. Coats Inc., P.O. Box 311, Bend, OR 97709 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7970 the County is requested to deposit the balance of their share of the remaining construction cost as computed below:

		BRIDGE BRS-B355(1)	ROADWORK RS-B355(1)
Contractors Bid		$ 94,167	$ 44,475
Anticipated Items		471	2,722
SUBTOTAL		$ 94,638	$ 47,197
Contingencies (4 1/2%)		4,259	2,124
Engineering (9%)		8,517	4,148
TOTAL CONSTRUCTION COST		$107,414	$ 53,469
10% Federal Allowance		16,088	(16,088)
Plus Estimated PE Cost		20,000	---
Federal Funds (80%)		(114,802) ✓	(32,951)
Less 50% State Share on Construction Cost		(12,350)	(2,215)
Less County Advance Deposits			
PE AD 83-120	$ 2,900		
85% Const. AD 85-114	11,800	14,700	- 0 -
TOTAL COUNTY COST		$ 1,650	$ 2,215

COUNTY'S SHARE & ADVANCE DEPOSIT $3,900

RECEIVED
11-20-85
CK
MKS

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $3,900 by November 8, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachment

bcc w/AD # 85-125: John Hagedorn, Region 4
Vern Skoog-Please return completed AD #85-125 when advance deposit is received.
Gary A. Potter
Donald L. Trout

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 17, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40079
Project No. BRS-B355(2)
Squaw Creek (Camp Polk Rd.) Bridge Section
County Road
Deschutes County

I request your approval for a program change to dual fund the subject project as follows:

1) Appn Code --------------- Add "075"
2) Prefix Letters ---------- Add "RS"
3) Class of Federal Funds -- Add "Rural Secondary"
4) Change Estimated Project Cost by Phase to read as follows:

APPN	TEC	FF	SF	CF	Pro-rata
075	$ 44,740	$ 39,438	$ 2,651	$ 2,651	(88.15%)
118	109,510	87,608	10,951	10,951	(80%)
TOTAL	$154,250	$127,046	$13,602	$13,602	

DRH:me
cc: Jan Peterson
Bob Oakes
General Files

Form 734-3122

10,140

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 16, 1985

In Reply Refer to
File No.:

Mr. Dave Hoerning
Director of Public Works
61160 SE 27th
Bend, OR 97720

Dear Mr. Hoerning:

SUBJECT: Squaw Creek (Polk Camp Rd.) Br.
Project No. BRS-B355(2), RS-B355(2)
Deschutes County

Because of recent Federal Requirements restricting the use of HBR funds on Bridge approach work to 10 percent of the project cost, you have requested Federal Aid Secondary Funds to cover the remaining balance. We will amend our Agreement No. 7970 to confirm your request. The bid letting is scheduled for October 24, 1985 and per our Agreement the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Total Estimated Construction Cost: $183,000

	BRS-B355(2) Structure	RS-B355(2) Roadwork
Estimated Cost per Work Type	$110,000	$ 73,000
10% of Roadway Chargeable to Br.	18,300	(18,300)
Total Federal Funds (80%) & (88.15%)	(102,600)	(48,200)
Less State Share 1/2 Balance	(12,900)	(3,200)
COUNTY'S SHARE	$ 12,800	$ 3,300

65% of County's Share & Advance Deposit $10,500

We will award the contract when we receive your advance deposit in the amount of $10,500 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Michael K. Shultz
Rural Program Coordinator
Program Section
Tel 378-6514
MKS:pf
Attachment

Previous Request was for $11,800.00 which was sent on October 16, 1985. We have $1300.00 credit.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 22 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form 734-3122

October 16, 1985

Mr. Dave Hoerning
Director of Public Works
61160 SE 27th
Bend, OR 97720

Dear Mr. Hoerning:

SUBJECT: Squaw Creek (Polk Camp Rd.) Br.
Project No. BRS-B355(2), RS-B355(2)
Deschutes County

Because of recent Federal Requirements restricting the use of HBR funds on Bridge approach work to 10 percent of the project cost, you have requested Federal Aid Secondary Funds to cover the remaining balance. We will amend our Agreement No. 7970 to confirm your request. The bid letting is scheduled for October 24, 1985 and per our Agreement the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Total Estimated Construction Cost: $183,000

	BRS-B355(2) Structure	RS-B355(2) Roadwork
Estimated Cost per Work Type	$110,000	$ 73,000
10% of Roadway Chargeable to Br.	18,300	(18,300)
Total Federal Funds (80%) & (88.15%)	(102,600)	(48,200)
Less State Share 1/2 Balance	(12,900)	(3,200)
COUNTY'S SHARE	$ 12,800	$ 3,300
65% of County's Share & Advance Deposit	~~$10,500~~ $11,800	

County sent $11,800 under the First Letter 10-7-85

We will award the contract when we receive your advance deposit in the amount of $10,500 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachment
bcc w/AD #85-114: John Hagedorn, Region 4
Vern Skoog-Please return completed AD #85-114 when advance deposit is received.
Gary A. Potter
Donald L. Trout

10,140

10-2-85

LEGAL COUNSEL

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 509
Deschutes Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-B355(1) Prefix 509-1928

Project Name Squaw Cr. (Camp Polk Rd.) Br. #9C05

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at BEND Deschutes County, Oregon, this 2nd day of October, 1985

County of Deschutes County

County Judge/[✓ Chairman]

Lois Bristow Prante
Commissioner

Dick Maudlin
Commissioner

ATTEST: Kathy Bailor-Wood
Recording Secretary

Certified By:

Regional Right-of-Way Supervisor
Date 10/7/85

Instructions: Complete A or B and C.
R/W File No. _______
Rev. 1/81

CON 17-1

jc

U. S. DEPARTMENT OF TRANSPO .TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B355(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40079

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE September 25, 1985

8. FEDERAL ROUTE NUMBER Secondary B355

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Squaw Creek (Camp Polk Rd.) Br #09C05-C32-00414

11. GENERAL DESCRIPTION OF WORK: Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-17-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $154,250; Federal Funds $123,382 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9-23-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 9/26/85

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

10,140

7-8-85

Section Squaw Creek/Camp Polk Cr./Bridge Programming Estimate $

Highway FAS B355 Project Length 0.10 miles

County Deschutes Completion Time June 30, 1986

Kind of Work Grading, Paving & Structure Est. Comp. Date Same

Prefix 509-1928-921 Letting Date August 22, 1985 Project No. BRS-B355 (1)

Rev. 7-8-85

Received 3:15
7-8-85 cb

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $156,890^{50}$

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1500^{00}	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		
Roadside Seeding, Mulching & Fertilizing. .	1000^{00}	$ 3284^{45}
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
X EEO/Labor Compliance Monitoring.	784^{45}	
. . . .		
. . . .		
. . . .		
. . . .		
Adjust Utilities:		
. . . .		
. . . .		

Subtotal $ $160,174^{95}$

Contingencies (4-1/2%) . . . . 7207^{87}

Engineering (8, [✓ 9], 10%) . . . . $14,415^{75}$

Subtotal $

Credit for ______________________ . . . . ______________

Estimated Net Authorization, Construction . . . . $ $181,798^{57}$

APPROVED

____
Road Design Engineer

Rev 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Squaw Creek (Camp Polk Rd.) Bridge		COUNTY Deschutes	SHEET 1 OF 2
KIND OF WORK Grading, Paving, & Structure	KEY NUMBER	LENGTH 2.10 miles	DATE 6-18-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	14,000^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	2700^{00}
	Temporary Signs		Sq. Ft.	117	6^{00}	702^{00}
	Temporary Barricades		Each	2	70^{00}	140^{00}
	Temporary Guard Rail, Type 1		Lin. Ft.	75	7^{00}	525^{00}
	ROADWORK					
	Toe Trench Excavation		Cu. Yd.	154	10^{00}	1540^{00}
	General Excavation		Cu. Yd.	1401	7^{50}	10,507^{50}
	1"-0 Aggregate Base		Ton	1716	13^{50}	23,166^{00}
	Class "C" Asphalt Concrete		Ton	335	45^{00}	15,075^{00}
	Guard Rail, Type 2A		Lin. Ft.	150	20^{00}	3,000^{00}
	Guard Rail, Type 3		Lin. Ft.	100	30^{00}	3,000^{00}
	Guard Rail Anchors, Type 1		Each	4	350^{00}	1400^{00}
	Rail End Pieces, Type C		Each	4	100^{00}	400^{00}
	Type 2 Fence		Lin. Ft.	310	4^{00}	1240^{00}
	Loose Riprap, Class 700		Cu. Yd.	283	15^{00}	4245^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Squaw Creek (Camp Polk Cr.) Bridge		COUNTY Deschutes		SHEET 2 OF 2
KIND OF WORK Grading, Paving & Structures	KEY NUMBER	LENGTH 0.10 Miles	DATE 6-18-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURES					
	Bridge No. 16685					
	Bridge Removal Work		Lump Sum	All	—	3600^{00}
	Shoring, Cribbing, Etc.		Lump Sum	All	—	3000^{00}
	Structural Excavation		Cu. Yd.	360	10^{00}	3600^{00}
	Special Wall Backfill		Cu. Yd.	110	15^{00}	1650^{00}
	Structural Concrete, Class 3300		Lump Sum	All	—	$24,860^{00}$
	Reinforcement		Lump Sum	All	—	7140^{00}
	4'x 45'/50' Prestressed Slabs		Each	8	3360^{00}	$26,880^{00}$
	Metal Rail With Tubing		Lin. Ft.	113	40^{00}	4520^{00}
						\$$156,890^{50}$

10,140

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: July 5, 1985

In Reply Refer to
File No.:
PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40079
Project No. BRS-B355(2)
Squaw Creek (Camp Polk Rd.) Bridge Sec.
County Road
Deschutes County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 22, 1985.

GAP:DRH:jc

Attachments

cc: Dale D. Allen, Region 4
Michael Shultz, w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 5, 1985

CARD 2

REPORT NUMBER

PROJECT LOCATION (45 typewriter spaces): Co. Rd. Approx. 3.0 mi. NE of Sisters

ADT **PRESENT**: 45 DHV 300

FUTURE: --- **YEAR**: ---

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): Structure

NATL. FOREST

FH ROUTE NO.

SUPV. AGCY

DA CLASSIF.

DA AREA

EMERG. YR.

PL. AUTH YR

PROJECT NUMBER — **PREFIX LETTER(S)**: BRS- **NUMBER**: B355(2) **SEQ. NO.**

CARD

CLASS OF FEDERAL FUNDS: Bridge Replacement (65% Mandatory On-System)

NAME OF URBAN AREA: ---

COUNTY NAME: Deschutes **CODE**: 017

PR

ROUTE NO. S

FEDERAL-AID: B355 UM

STATE: Co. Rd.

U.S.: ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHAR PROP (Full
1	(14-15)	(16)	41	42	43 - 46	53		(54) (58)	(59) (66)	(67) (75)			
5					PE								
5					ROW								
5					CONST (CODE) X080	(09)	"Squaw Creek (Camp Polk Rd.) Bridge Sec."	0.009	185,000	148,000	18,500	18,500	

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.009	185,000	148,000	18,500	18,500
1	14	PROGRAM APPROVAL DATES October 1, 1983			(16) (23)	(24) (33)		

REMARKS

Additional data: Item No. 40079;
Project No. BRS-B355(1

Key #01733

USCOMM DC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.	FORM PR-1 (REV. 4-61) July 5, 1985	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces) Co. Rd. Approx. 3.0 mi. NE of Sisters	**ADT**	PRESENT 45 DHV 300	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 118

ITEM NO.: 40079

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): BRS- NUMBER: B355(2) SEQ. NO.	I. Projects Only POST MI. DESIG.

FUNDS placement (65% Mandatory On-System)	COUNTY NAME Deschutes	CODE 017
EA	ROUTE NO. S FEDERAL-AID: B355 UM STATE: Co. Rd. U.S.: ---	PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080	(09)	"Squaw Creek (Camp Polk Rd.) Bridge Sec."	0.009	185,000	148,000	18,500	18,500	
RED BY DRH		PROJECT TOTALS	0.009	185,000	148,000	18,500	18,500	

AM APPROVAL DATES
October 1, 1983

REMARKS
Additional data: Item No. 40079;
Project No. BRS-B355(1).

-over-

3

USCOMM DUSCOMM-DC 48905-P61

Squaw Creek (Camp Polk Rd.) Bridge Sec.

Remarks continued:

Project Data: Work under this project consists of 1) construct one reinforced concrete slab span bridge (No. 16685) length 48 ft. with roadway width 31 ft. 6 in.; 2) remove existing structure; 3) construct approaches requiring grade, drain and H-T pave to provide two 12 ft. travel lanes with 4 ft. paved shoulders; 4) construct channel change as directed; 5) adjust utilities as required; and 6) incidental common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7970 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed November 7, 1983.

Note: 1) This project is in Congressional District No. 2.

2) Included in 6 Yr. HIP on Page 121 and included in FY '85 Status Report.

3) Included in the approved bridge replacement inventory as bridge No. 09C05 with a sufficiency rating of 9.5.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-B355(1)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40079

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to +1

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
Potter
FOR
Info Invest R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE
3/27/85

8. FEDERAL ROUTE NUMBER
Secondary B355

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Squaw Creek (Camp Polk Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/25/85 you are authorized to proceed with all phases of acquisition for file numbers 54432 and 54433 at a TEC of $1,250; Federal Funds $1,000 as shown on R/W map 9B-23-24.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

It is acknowledged that with the authorization of these two parcels that our authorization for file numbers 54047 and 54048 is now based on the revised design requirements.

14. DATE
3/29/85

15. SIGNATURE OF APPROVING OFFICIAL
John A Wichmann

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Jan 19-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 25, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. BRS-B355(1)
Squaw Cr. (Camp Polk Rd.) Bridge Section
Deschutes County
File Nos. 54432 and 54433

I request authorization to proceed with the actual acquisition of the subject files at an estimated additional cost of $1,250.00 with an obligation of $1,000.00 in federal funds (Appn 118).

Previous authorization for file Nos. 54047 and 54048 was received on December 13, 1984; but the above project has since been redesigned and the right-of-way requirements revised.

The temporary and permanent easements to be acquired, are as outlined in red on the attached print of map No. 9B-23-24. No relocation assistance is involved.

RDS:bkb
Attachment
cc: J.B. Boyd
Don Aman
—General Files

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: March 20, 1985

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Squaw Creek (Camp Polk Road)
Section
Camp Polk Road
Deschutes County
BRS-B355(1)

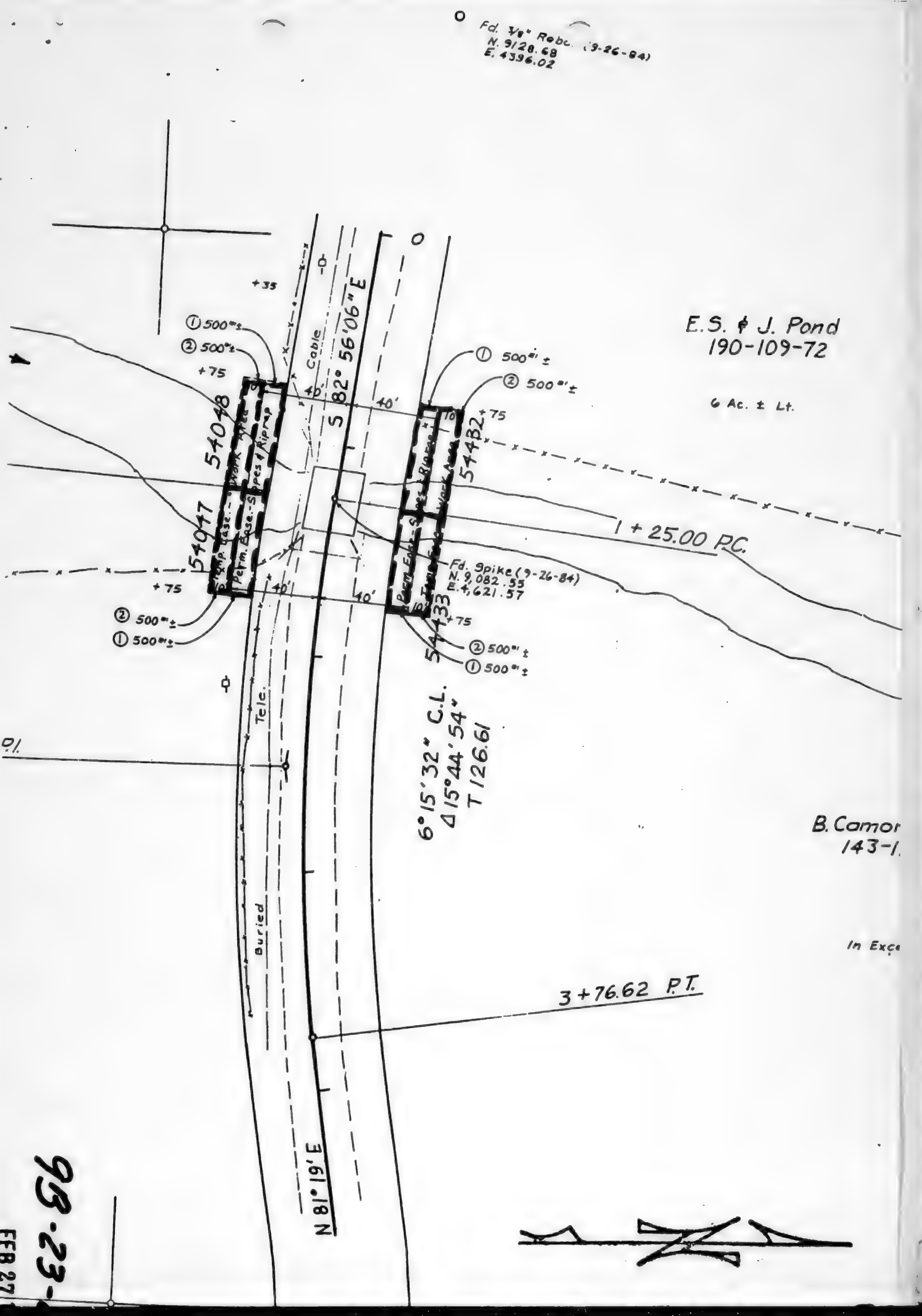
The above project has been redesigned and the right-of-way revised. Two additional files have been added to the project. Acquisition of the right-of-way is now estimated at $2,500 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers files 54047, 54048, 54432 and 54433 as shown on map 9B-23-24.

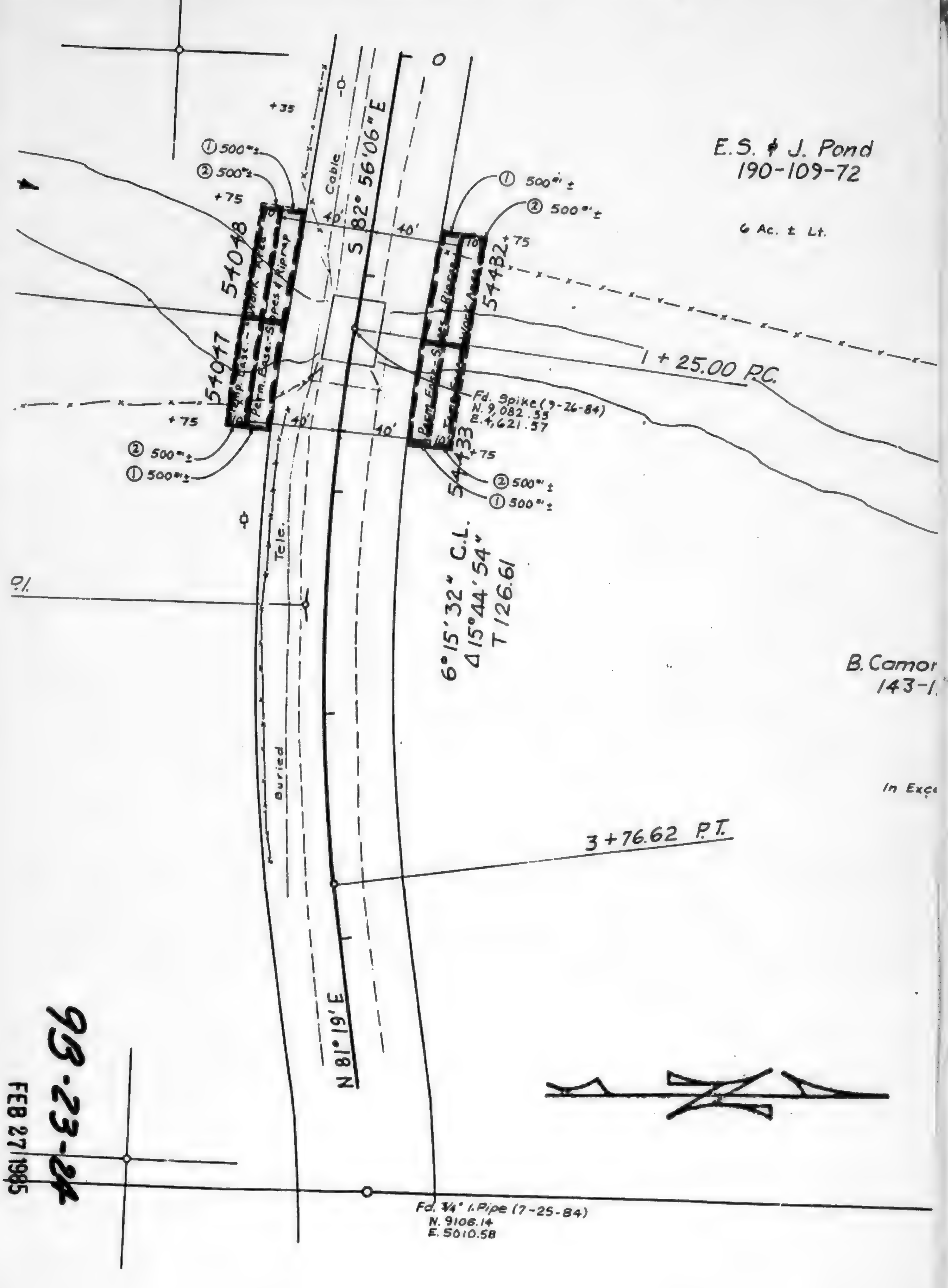
DA:jh
attach.

81-125-1387


Fd. 3/8" Rebc. (9-26-84)
N. 9128.68
E. 4396.02
+35
① 500"±
② 500"±
+75
Cable
40'
S 82° 56'06" E
40'
54048
Work Area
Slopes & Riprap
54047
Temp. Ease.
Perm. Ease.
+75
40'
40'
② 500"±
① 500"±
① 500"±
② 500"±
10'
+75
54482
Riprap
Work Area
Perm. Ease.
Temp. Ease.
10'
54433
+75
② 500"±
① 500"±
Fd. Spike (9-26-84)
N. 9,082.55
E. 4,621.57
1 + 25.00 P.C.
E.S. & J. Pond
190-109-72
6 Ac. ± Lt.
Tele.
Buried
6°15'32" C.L.
Δ 15°44'54"
T 126.61
B. Camor
143-1
In Exce
3 + 76.62 P.T.
N 81°19' E

93-23-

FEB 27


+35
① 500"±
② 500"±
+75
54048
Work Area
Slopes & Riprap
54047
Temp. Ease. - Work Area
Perm. Ease. - Slopes & Riprap
40'
40'
40'
40'
10'
10'
+75
② 500"±
① 500"±
Cable
S 82° 56'06" E
O
① 500"±
② 500"±
10
+75
54482
Riprap
Work Area
Perm. Ease. - Slopes & Riprap
Temp. Ease. - Work Area
54433
+75
② 500"±
① 500"±
E.S. & J. Pond
190-109-72
6 Ac. ± Lt.
1 + 25.00 P.C.
Fd. Spike (9-26-84)
N. 9,082.55
E. 4,621.57
Tele.
Buried
0.1.
6° 15' 32" C.L.
Δ 15° 44' 54"
T 126.61
B. Camor
143-1
In Exc
3 + 76.62 P.T.
N 81° 19' E
Fd. 3/4" I. Pipe (7-25-84)
N. 9106.14
E. 5010.58

93-23-24

FEB 27 1985

10,140

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16685

TO: Dale Allen
Region 4 Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND

DATE: February 28, 1985

FROM: Jerald E. Backstrand
Assistant Bridge Engineer

RECEIVED
ROAD DESIGN SECTION
BPC
CAD
LFE
GTE
Copy All
Return To
B/U ___/___/___

SUBJECT:

Squaw Creek Bridge 16685
Squaw Creek (Camp Polk Road) Section
Camp Polk Road
Deschutes County
BRS-B355(1)

Attached are two reduced prints of Drawings 39443, 39444, 39445 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 63,000
Structure	82,830
Engineering & Contingencies	29,170
TOTAL	$175,000

It is planned to call for bids on this section on June 27, 1985.

Please make a field review and return one set by March 15, 1985 with your comments and corrections noted.

IDP:smd

Attachments

cc Neil Hudson, Dir. of Public Works, Deschutes Co. /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet and designer's notes.
(Free County Design)
Construction /w/ 1 set
Utility Unit /w/ 1 set
Program Section
Road Design /w/ 1 set
Jerry Thackery /w/ 1 set

3/4/85

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 4 1985
REFER TO Schultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FDE
FDE
LE
SE
FPC
PDE
LFE
GTE

RECEIVED
JAN 16 1985
ROAD DESIGN
SECTION

RPC
CA
In Reply, Refer to
File No.

DATE: January 15, 1985

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Bob Pool

FROM: Bob Pool
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Squaw Creek Bridge No. 9C05
Highway: Camp Polk Road
County: Deschutes

This letter, with the attached document and plan sheets, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

The proposed project is for the removal of an obsolete bridge, construction of a new bridge and some channel work. The new bridge will be a single span precast concrete slab structure supported on concrete abutment walls on each end. Wing walls will be constructed at each corner of the new bridge. Approximately 300 cubic yards of riprap will be placed around the abutments and wing walls to prevent erosion.

The proposed channel work will move the upstream channel back to its 1973 location. This work was requested by the County. A dike of river run material will be constructed on the westerly side of the proposed channel to keep Squaw Creek in the new location.

The road will be closed to traffic during construction; therefore, a detour will not need to be built.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 210 Transportation Building, Salem, OR 97310., telephone 378-6265.

Attachment

cc D. E. Wilken
~~J. H. Versteeg~~ DOC
W. J. Hart
C. M. Gilmour
D. E. Keyes

DK:ja

Form 734-3122

CCN 17-1

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B355(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40079

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/13/84

8. FEDERAL ROUTE NUMBER Secondary B355

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Squaw Creek (Camp Polk Road) Bridge #09C05-C32-00414 Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 12/7/84 the program change adding "Right-of-Way acquisition" to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with all phases of Right-of-Way acquisition for file Nos. 54047 and 54048 as shown on R/W map 9B-23-24 at a TEC of $1,250; Federal Funds $1,000.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STAT HWY ENGR
DEC 19 '84
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig. to Potter
12/19

14. DATE 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL John

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CCN 19-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 7, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40079
Project No. BRS-B355(1)
Squaw Creek (Camp Polk Rd.) Br. Section
Deschutes County
File Nos. 54047 and 54048

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition" at an estimated total cost of $1,250.00 with federal funds of $1,000.00. The right-of-way to be acquired consists of permanent easements for a channel change and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of map 9B-23-24.

RDS:bkb
Enc.
cc: J.B. Boyd
Don Aman
General Files

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 6, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Squaw Cr. (Camp Polk Rd.)
Br. Section
Camp Polk Rd.
Deschutes County
Project #BRS-B355(1)

We have received two files on the above HBR-C project that is scheduled for a 28 Mar. '85 letting. The acquisition of this right-of-way is estimated at $1,250 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54047 and 54048 as shown on map 9B-23-24.

DA:jh
attach.

PROGRAM SECTION
MANAGER WD RESOURCE UNIT ____
FA UNIT ✓ PROGRAM UNIT ____
NOV 7 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

December 4, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Squaw Cr. (Camp Polk Rd.) Br. #9C05
Camp Polk Road
Deschutes County
BRS-B355(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
December 21, 1984

CMG:dm

Attachments (4)

12/10/84

cc: J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Dale Allen
John Hagedorn
Rolland VanCleave
Richard Nelson
Don Keyes (8)

PROJECT PROSPECTUS

PART 3 - - PROJECT ENVIRONMENTAL CLASSIFICATION

KEY ID #

REGION 4

SECTION Squaw Creek (Camp Polk Road) Bridge #9C05

ESTIMATED RIGHT-OF-WAY IMPACTS

Two parcels of land, permanent channel change easements of 1.09 and 0.55 acres, all of which lie within the existing channel limits, will be required to clean and reshape the channel to attain better hydraulic characteristics.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The widened bridge, together with guardrail protection, will enhance safety to the traveling public.

No impact on volumes or patterns.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Work in the channel will consist of approximately two workdays with a bulldozer. The stream will become slightly turbid during this and other bridge work. Work will be done under, and regulated by, DSL/ODFW permit.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Water quality in the stream will be safeguarded during the required channel change.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement requiring approximately 1.65 acres of easements. No long-term impact is expected.

OTHER DOCUMENTATION

Wetlands analysis.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x	388-6185	DEC 10 1984

734-1913 (7-82)

10,140

PRO 6

STATE OF OREGON

INTER-OFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 6, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Squaw Cr. (Camp Polk Rd.)
Br. Section
Camp Polk Rd.
Deschutes County
Project #BRS-B355(1)

We have received two files on the above HBR-C project that is scheduled for a 28 Mar. '85 letting. The acquisition of this right-of-way is estimated at $1,250 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54047 and 54048 as shown on map 9B-23-24.

DA:jh
attach.

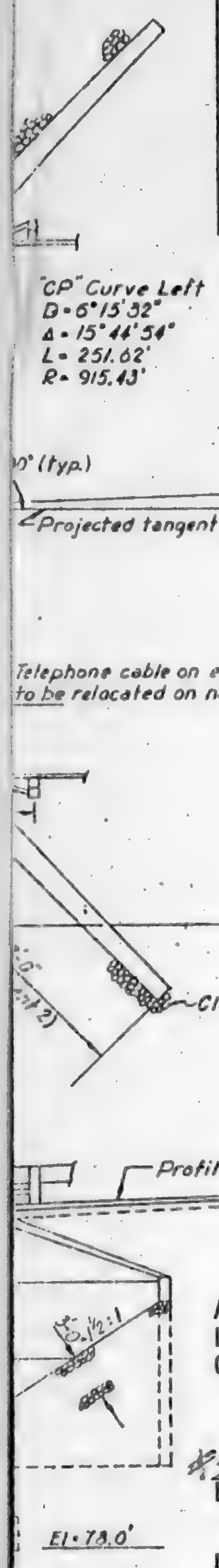
PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
NOV 7 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

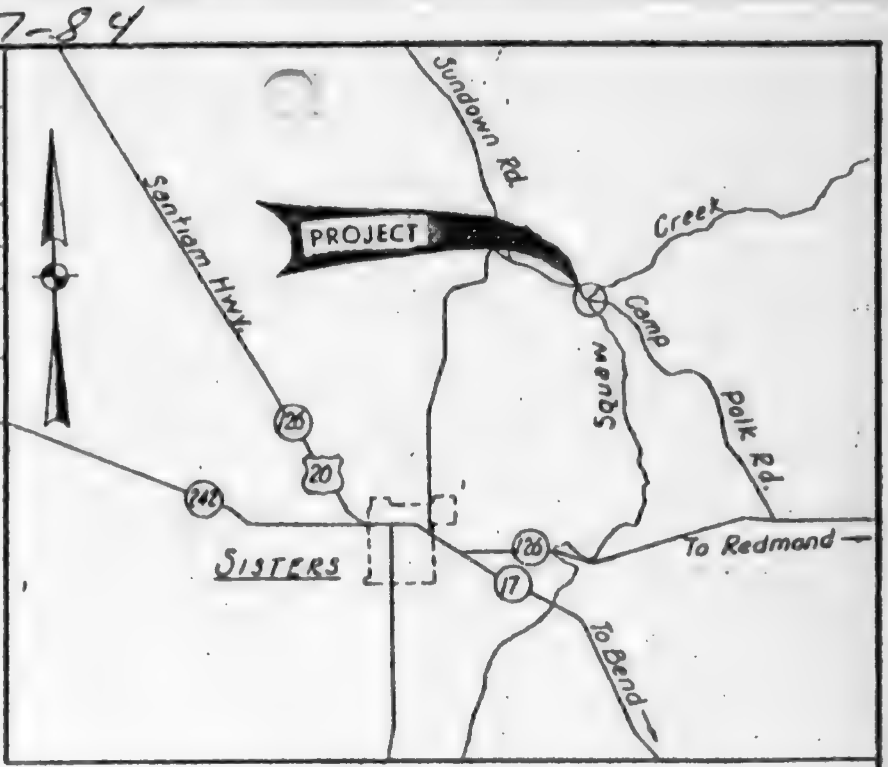
81-125-1387

10,140 9-17-84

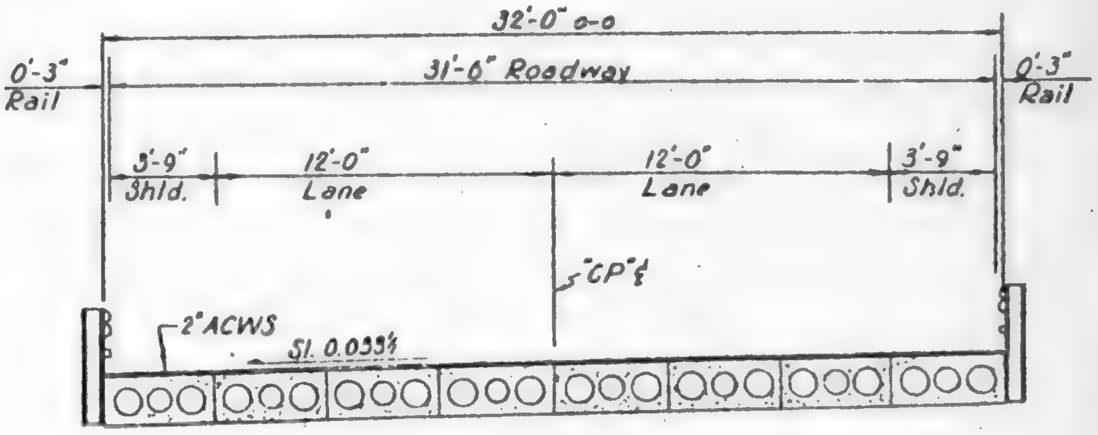
HYDRAUL DATA

	Design Flood	Base Flood	Roadway Overtopping Flood
Discharge - cfs	2400	3600	4500
Frequency - yrs.	25	100	208±
H.W. Elevation Channel Change - ft.	89.3	89.6	-
Backwater Elevation - ft.	90.4	91.1	93.7

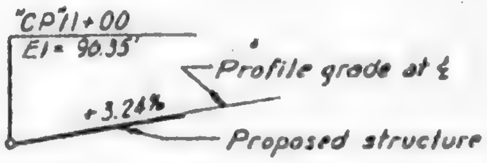

"CP" Curve Left
D = 6°15'32"
Δ = 15°44'54"
L = 251.62'
R = 915.43'
0° (typ.)
Projected tangent to "CP" ℄
Telephone cable on existing structure, to be relocated on new structure
Class 700 Riprap (typ)
Profile gr. 16' Rt.
1½:1
El = 78.0'


PROJECT
Sundown Rd
Santiam Hwy
Creek
Squaw
Camp
Polk Rd.
126
20
242
126
17
SISTERS
To Redmond
To Bend

VICINITY MAP
No Scale


32'-0" o-o
0'-3" Rail
31'-0" Roadway
0'-3" Rail
3'-9" Shld.
12'-0" Lane
12'-0" Lane
3'-9" Shld.
"CP" ℄
2" ACWS
Sl. 0.033%

TYPICAL SECTION
No Scale


"CP" 11+00
El = 90.35'
Profile grade at ℄
+3.24%
Proposed structure

"CP" LINE GRADELINE

APPROVED AS NOTED:
DESCHUTES COUNTY DEPARTMENT
OF PUBLIC WORKS

BY: Neil K. Hudson
Director of Public Works

DATED this 17th day of
September, 1984

APPROVED: .... P.E.
BRIDGE ENGINEER .... P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED
DRAWN SHB
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

SQUAW CREEK (CAMP POLK RD.) BR.
SQUAW CREEK (CAMP POLK RD.) BR. SEC.
CAMP POLK ROAD
DESCHUTES COUNTY

PRELIM. PLAN & ELEVATION

ACCOMPANIED BY DWGS.

DATE
SHEET 1 OF
BRIDGE NO. 16685
DRAWING NO. 39416

10,140

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: July 3, 1984

FROM: Natsuko Kibe
Natsuko Kibe
Hydraulics Specialist

SUBJECT: Squaw Creek Bridge
Camp Polk Road
Deschutes County
HBR

The proposed project will replace the existing 30-foot, single span timber and concrete structure on the same alignment.

HYDROLOGY

Squaw Creek is a tributary stream of the Deschutes River. At the project site Squaw Creek drains approximately 214 square miles.

The recurrence interval vs. peak discharge relationship for the site was obtained from log-Pearson Type-III statistical distibution of three stream gage station records. The three stream gage stations were gage number 1407500 on Squaw Creek near Sisters (drainage area = 54.8 square miles), gage number 14091500 on Metolius River near Grandview (drainage area = 316 square miles) and gage number 14093000 on Shitike Creek at Warm Springs (drainage area = 104 square miles). The resulting recurrence interval vs. peak discharge relationship at the site is as follows:

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	3600 cfs
50-year	3100 cfs
25-year	2400 cfs
10-year	1750 cfs
5-year	1300 cfs

A major flood occurred in December 1964 when heavy rain fell on frozen ground and warm temperatures melted the snow, according to Charlie Plummer of Deschutes County. During this flood, the highwater overtopped the roadway approximately 350 feet west of the structure and it reached elevation 94.8 feet approximately 230 feet upstream of where the roadway was overtopped. The channel was cleaned and excavated after the flood. There were a lot of logs in the stream, but most of them were caught by the creek banks where the stream meanders, never reaching the structure. The peak discharge during this flood at the stream gage on Squaw Creek near Sisters was approximately a 77-year flood.

Contains Recycled Materials

HYDRAULIC DESIGN

The current stream channel and the structure are poorly aligned with each other. This is because the channel upstream of the bridge has moved up to 55 feet westerly since the channel improvement was last done. The stream is eroding the west bank and approaches the structure at a skew angle of 20 degrees. The downstream channel is approximately normal to the roadway. This should be corrected by moving the channel back approximately to where it was. If this is not done, the channel will continue to move westerly resulting in an undesirable approach channel alignment to the structure. A channel change is recommended from approximately 600 feet upstream of the crossing to the downstream side of the structure (See Figure 1.). The channel change should have a trapezoidal cross section with a 40-foot bottom and 1-1/2:1 side slopes.

The 25-year peak discharge of 2400 cfs was chosen as the design flood. The design highwater elevation is 89.3 feet in the proposed channel with a 1.29 percent bottom slope. The design flow depth in the proposed channel is 4.7 feet. The highwater elevatin during a 100-year flood is 89.6 feet.

Figure 2 shows the minimum recommended waterway for the proposed structure. A structure with this waterway (206 square feet) will create 1.1 feet and 1.5 feet of backwater during the design flood and 100-year flood, respectively.

RIPRAP

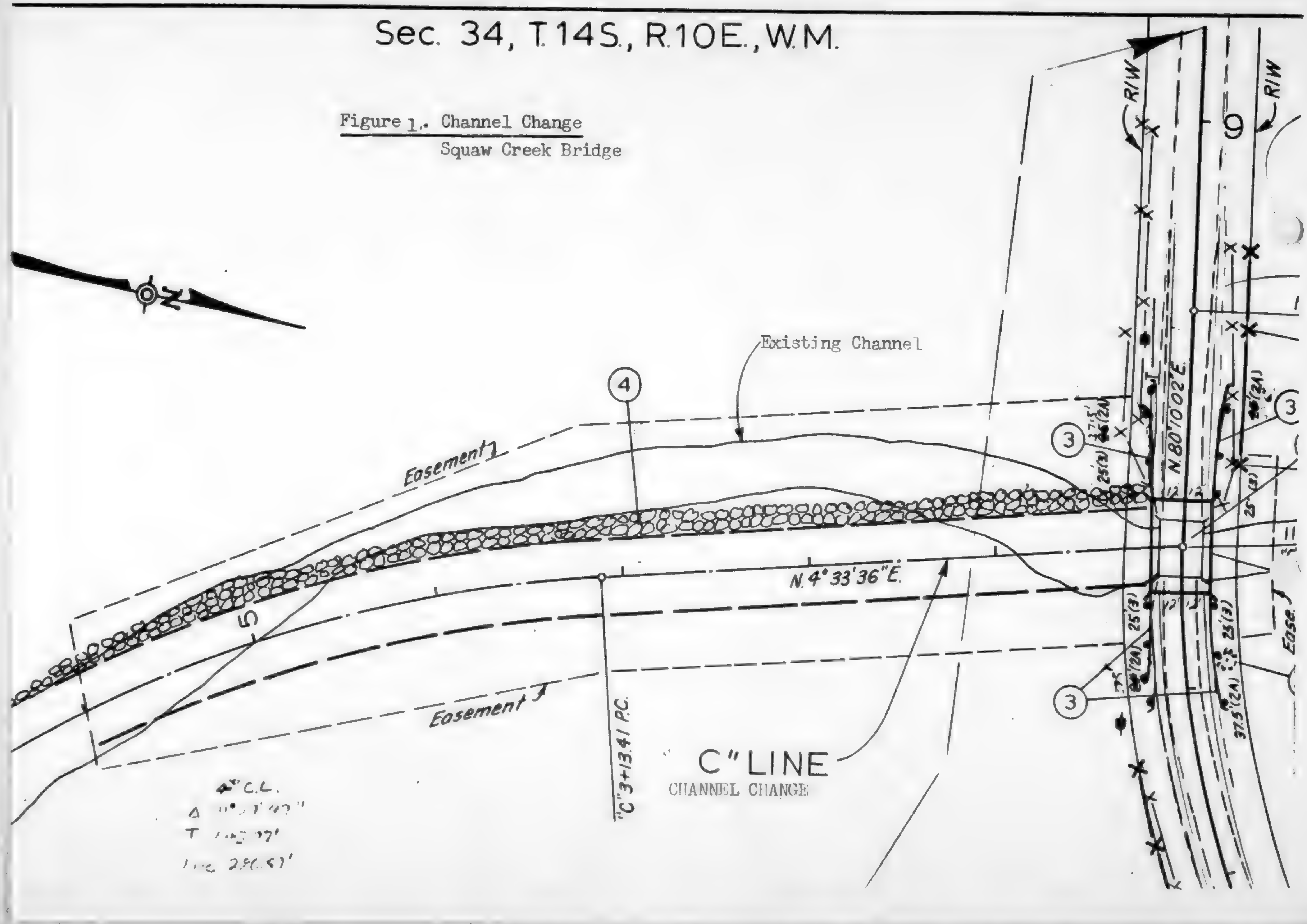
The west bank of the proposed channel change should be protected with 36 inches of Class 700 loose riprap. This riprap will require no filter blanket if the river run material in the existing channel is used as the fill. The same protection is necessary for the structure.

NK:ge
Attachments

cc w/att Frank Terpin
Don Adams
Walt Hart
Jack Davis
Dale Allen
Gary Potter
Herb Schell, FHWA

PROGRAM SECTION
JUL 5 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D D/R
Act Disc [✓ Info] [✓ File]

Shultz
FA.



Sec. 34, T.14S., R.10E., W.M.
N
Existing Channel
4
3
3
3
Easement
Easement
Ease.
R/W
R/W
6
5
N.80°10'02"E.
N.4°33'36"E.
"C"3+13.41 P.C.
C" LINE
CHANNEL CHANGE
37.5'
25'(2A)
25'(3)
37.5'(2A)
4° C.L.
Δ
T

Figure 1. Channel Change
Squaw Creek Bridge

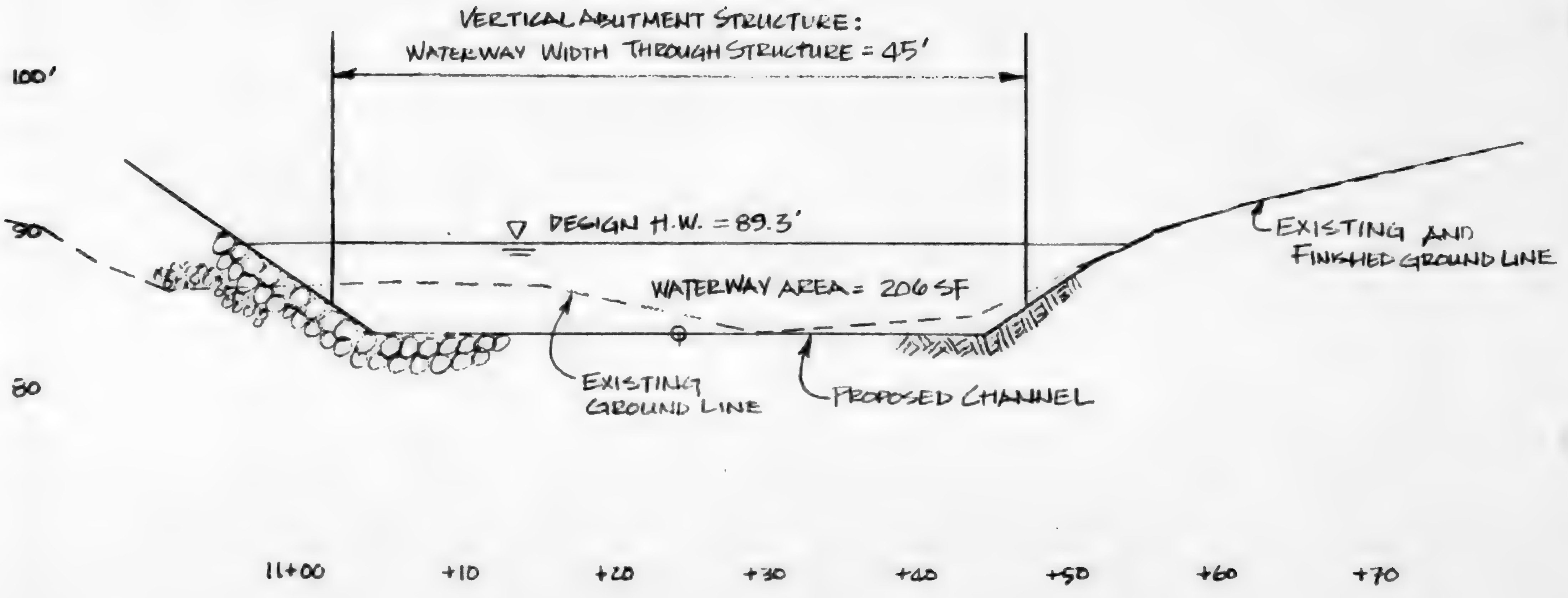

VERTICAL ABUTMENT STRUCTURE:
WATERWAY WIDTH THROUGH STRUCTURE = 45'
100'
90
80
DESIGN H.W. = 89.3'
WATERWAY AREA = 206 SF
EXISTING AND
FINISHED GROUND LINE
EXISTING
GROUND LINE
PROPOSED CHANNEL
11+00
+10
+20
+30
+40
+50
+60
+70

FIGURE 2. SQUAW CREEK BRIDGE

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge	cfs	2400	3600	4500+	
	m^3/s				
Frequency — yrs.		25	100	208±	
H.W. Elevation Natural Channel	ft.				
	m.				
H.W. Elevation Channel Change	ft.	89.3	89.6		
	m.				
Average Velocity	fps	12.3	14.6		
	mps				
~~Headwater~~ Backwater Elevation	ft.	90.4	91.1	93.7	93.7±
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

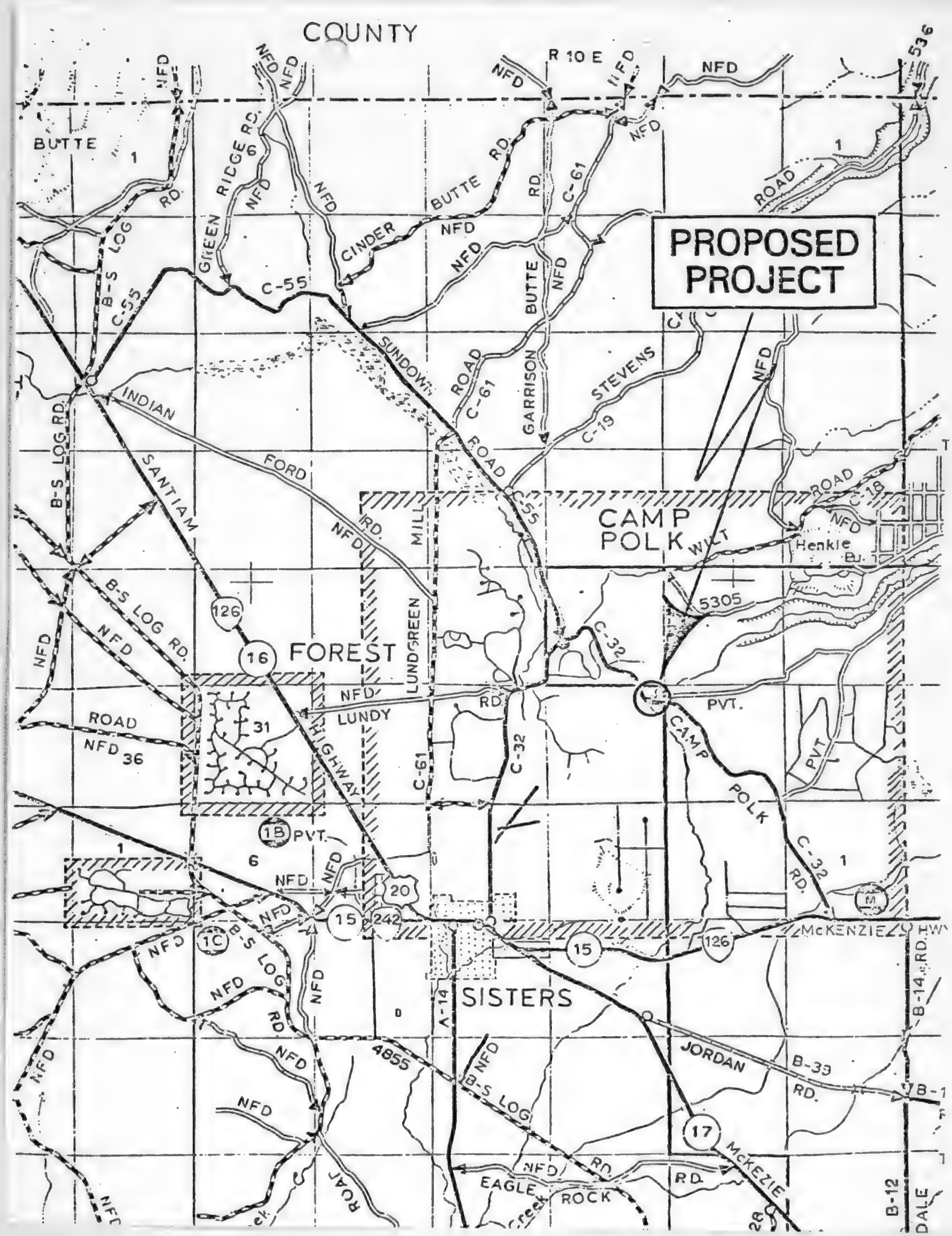
REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

SQUAW CREEK BRIDGE
CAMP POLK ROAD
DESCHUTES COUNTY

COMPILED BY: Natsuko Kibe

DATE: July 2, 1984


COUNTY
R 10 E
BUTTE
NFD
GREEN RIDGE RD.
CINDER BUTTE RD.
C-61
C-55
B-S LOG RD.
INDIAN FORD RD.
SANTIAM HIGHWAY
SUNDOWN ROAD
GARRISON BUTTE NFD
STEVENS C-19
PROPOSED PROJECT
CAMP POLK
WILT
Henkle Bj.
ROAD C-18
5305
C-32
FOREST
LUNDGREEN MILL RD.
LUNDY RD.
NFD 36
ROAD
31
1
6
1B PVT.
1C
126
16
20
15
242
CAMP POLK RD. C-32
PVT.
M
McKENZIE HWY
SISTERS
A-14
4855
JORDAN RD. B-39
B-14 RD.
17
McKENZIE
EAGLE ROCK RD.
B-12
DALE
536
ROAD

CCN 17-1
Expired
[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

TO: Harold Brainerd
Region 4/5 R/W Supervisor

DATE: May 3, 1984

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 248
Squaw Cr. Br. Sec. #9C05
Camp Polk Rd.
Deschutes County
Misc. C&A 7970
str.

MISC. CONTRACTS and
AGREEMENTS No. 797

Attached is an original for submission to the County and a copy for your files of the subject agreement.

AE
mp
Attach.

cc: Dale Allen, w/c
Finance, w/c
Comm. ~~Serv., w/orig.~~
Local Gov't Programs, w/c
Description, w/c
Title, w/c

5/8/84 [illegible]

81-125-1387

10,140

3-84

LOCATION NARRATIVE REPORT

Squaw Creek (Camp Polk Rd) Bridge
Camp Polk Road (County Rd)
Deschutes County

This survey was made for the replacement of an existing 24' x 30' single span timber structure with concrete abutments and wing walls. It is structurally deficient and functionally obsolete.

The proposed replacement structure could be a 32' x 50' slab span using pre-stressed slabs on new concrete abutments.

The County has requested new approaches for the proposed structure. This will require grading, base rock, guard rail and paving quantities. The proposed cut on the east side of the creek will produce rip rap type material, approximately 220 cu. yds. The proposed taper from the new 32 ft. wide structure ends would be 200 long on a 50:1 run off.

In the event of future flooding, this office would recommend retaining the present bridge and paving grades and increasing the bridge area. High water has been reported over the county road 350 feet west of the structure, also it covered a porch (elev. 94.8) which is 230'± south of the sag in the county road.

Pictures of the existing structure shows cracking of abutment and wing walls, also an area of scouring in the S.E. corner.

Deschutes county constructed a channel change approximately 10 years ago to bring the water straight into the upper part of the existing structure. Since this time the channel has moved westerly. (See Marvin Basim survey)

The large pine tree 22' left of sta. 1 + 86 should be saved, it will be protected with the proposed guard rail, the county wants it to remain and in saving it will eliminate a clearing bid item.

LOCATION NARRATIVE REPORT

Squaw Creek (Camp Polk Rd) Bridge

Construction of the new structure/approaches will close Camp Polk road. Road closed signs will be necessary on the Sisters-Redmond Highway 2 3/4 miles east from the site and on Highway 126 in Sisters, 4 miles south and west. It may be in order to place a 3rd sign at the intersection of Camp Polk road and Wilt road one mile west of the site. Police, Fire Dept., Post office and the school should be notified of a road closure. Deschutes County is reluctant to have a road closure but a suitable detour will be difficult and expensive.

A split rail fence on the right side of the cut area appears to be partly within the county's 30 ft. R/W line. The county would ask the owner to remove if necessary.

The vicinity map was made from a Deschutes county survey. The survey crew found PK nails for all the curve points and on 25 ft. stations. The nails are on the pavement center line east of the structure, but west of the structure the tangent is chording the present pavement curvature. The county would like the new structure and approaches to match the existing alignment,

The Martin Basim Survey C/L is shown on the vicinity map. This was the center line of Squaw Creek in 1973. The spike and shiner referred to is station 1 + 25 on the county survey.

In checking with the Bend office of the Fish and Wildlife Department, Ted Fies stated that Squaw Creek is nearly dry during the summer and it has no value for fish at this proposed construction site.

David Bryson, Hydraulics Engineer, was on this project March 15, 1984. He noted the channel moving to the west on the upstream side and that the downstream side is stabilized and has excellent alignment with the existing structure.

LOCATION NARRATIVE REPORT

Squaw Creek (Camp Polk Rd) Bridge

Since his visit the county has indicated that they would like the upstream channel moved back to the 1973 location (at one time they didn't). This could be accomplished with a D-7 dozer (or larger) in a few hours of work. The material should be pushed westerly then protected with rip rap (see typical section). This material would act as a filter blanket behind the rip rap. This work should be accomplished during low water.

A temporary construction easement will be required in the construction of a new structure.

A permanent construction easement will be required in the construction of the channel change and rip rap area. This easement would be to allow county forces to do maintenance work on rip rap and channel.

10,140

November 28, 1983

PRO

Mr. Neil Hudson
Director of Public Works
61160 SE 27th
Bend, OR 97702

SUBJECT: P.E. Advance Deposit
Squaw Crk. (Camp Polk Rd.) Br. #9-C-05
Project #BRS-B355(1)
Deschutes County

Dear Mr. Hudson,

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this project. The County's share of these costs and advance deposit will be as follows:

Total P.E. Cost	$ 20,500.00
Federal Funds	16,400.00
FREE Bridge Design	1,200.00
	$ 2,900.00

Rec'd 12-12-83

Please make this advance deposit in the amount of $2,900 and submit by one of the three methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachments
bc: (w/AD #83-120) John Hagedorn, Region 4
Vern Skoog - Please return completed AD #83-120 when advance deposit is received.

CON 17-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B355(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11-7-83

4. PROGRAM NO.

5. ITEM NO. 40079

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-9-83	8. FEDERAL ROUTE NUMBER Secondary B355	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SQUAW CREEK (CAMP POLK ROAD) BRIDGE #9-C-05

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $20,500; FF $16,400.

13. REMARKS

As requested by Mr. Swan's PEA dated 11-1-83.

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,140

CON 17-1
Squaw
Cr.

November 8, 1983

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701

AGR 4

Attention: Mary Sue Penhollow
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7710

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for the construction of the Squaw Creek (Camp Polk Road) Bridge on FAS Route No. B353.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Att.

bc: Gary Potter (agree. attached)

TO: Dale E. Wilken 10,140
Division Administrator
Federal Highway Adminis tion
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
11-1-83 REQUEST R FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd. Approx. 3.0 mi. NE of Sisters "Squaw Cr. (Camp Polk Rd.) Br."	118	40079	BRS-B355(1)	B355	Co. Rd.

Access Control None **Parking Restrictions** None **System Revision** None

Airports (within 2 Mi.) Sisters Airport (Barclay Field) **ROW** 60' normal

Water Development None **Recreation & Historical Areas** None

County Deschutes **Code** 17

A-95 Review:

State Cl. Ho. .... Exempt X **Date Approved** ______

Dist. 10 **Cl. Ho. ..... Exempt** X **Date Approved** ______ **No Reply** ___

Project Environmental Action ~~Assessment~~**: FHWA Concurrence Dated** 2-25-80 (Statewide)

1-EIS ___ **2-Categorical Exclusion** X **3-Draft Assessment & FONSI** ___

Notes: (1) **Project in Congressional District** 2.

(2) Structure No. 9-C-05.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X **All Phases**
___ **All Phases thru Final Envir. Document**
X **Incl. Archeological Salvage**
X **" Util. Preparatory Work**
___ **" R.R. Preparatory Work**

Est. Proj. Cost:

	TEC NTE	$ 20,500
80%	FF	$ 16,400
	STATE	$ ---
	Co.	$ 4,100

For PR-37:
Field Phase $ ______
PS&E Phase $ ______

REMARKS:
1) Attached is a copy of Parts 1, 2 & 4 of Project Prospectus & Project Map.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 30.9.

GC:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-1-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

PROJEC PROSPECTUS
PART 4 — URVEY AUTHORITY

Deschutes Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Squaw Creek (Camp Polk Road) Bridge #9 C 05

REGION
4

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 509-1928	DATE	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		6,000	921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES					

TOTALS	$	$ 20,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRS -B 355(1)

LOCATION ENGINEER'S REMARKS
PS&E

1 Versteeg ✓
Anderson
Macnab
2 Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approved By Hwy Engr 7-5-83

PREPARED BY	DATE 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/21/83
RECOMMENDED, REGION ENGINEER X	DATE 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-21-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-9-83	

734-1914 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Squaw Creek (Camp Polk Road) Bridge #9 C 05	KEY ID # 1733
	REGION 4

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH 0.05 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Deschutes	ROAD/STREET NAME Camp Polk Road
ROUTE #	FEDERAL AID # FAS B 355	APPLICANT (IF OTHER THAN STATE) Deschutes County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ ~~14.~~ 20
RIGHT OF WAY		$
ROADWAY	$ 30.	
STRUCTURES	$ 102.	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 18.	
	$	
40% ENGINEERING & CONTINGENCIES	$ 54.	
TOTAL CONSTRUCTION		$ 189.
TOTAL ESTIMATE		$ ~~203.~~ 209

PROJECT DATA		
GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 / 85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	2	2
STRUCTURES	(#)	1	1
SIGNALS	(#)	0	0
BIKE PATH	(Y/N)	N	N
AVERAGE DAILY TRAFFIC		300	
YEAR OF AVERAGE DAILY TRAFFIC		1980	

DEFINE THE PROBLEM

Existing bridge is structurally deficient and functionally obsolete.

PROPOSED SOLUTION

Replace with precast concrete slab bridge

REQUESTED, REGION ENGINEER X	DATE 7/25/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Squaw Creek (Camp Polk Road) Birdge #9 C 05

REGION
4

PROJECT JUSTIFICATION

Approved for HBR program under delegated authority of State Highway Engineer, July 5, 1983.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 ROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Squaw Creek (Camp Polk Road) Bridge #9 C 05

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N ~~S~~	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y

UTILITIES	Y	(LIST BELOW)

COMPANIES

PNB Telephone

DESIGN SPEED	DESIGN STANDARDS
55	AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				2'			11'		11'			2'				
				4'			12'		12'			4'				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Stone base	12"				
Asphalt conc.	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	56	32	$102,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

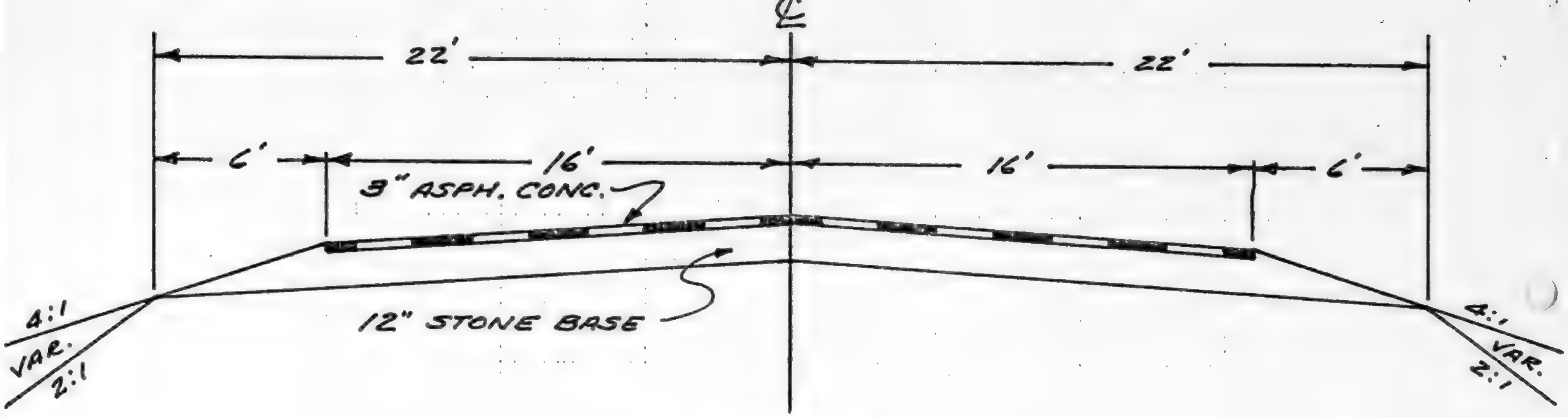
APPROVED

Location Engineer

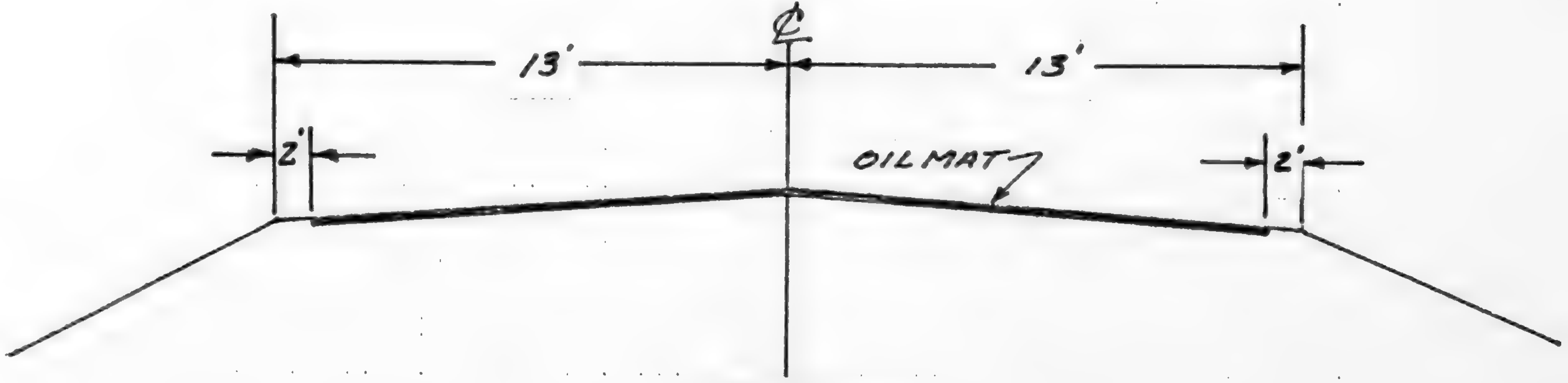
Date

734-1912 (7-82)

TYPICAL SECTION

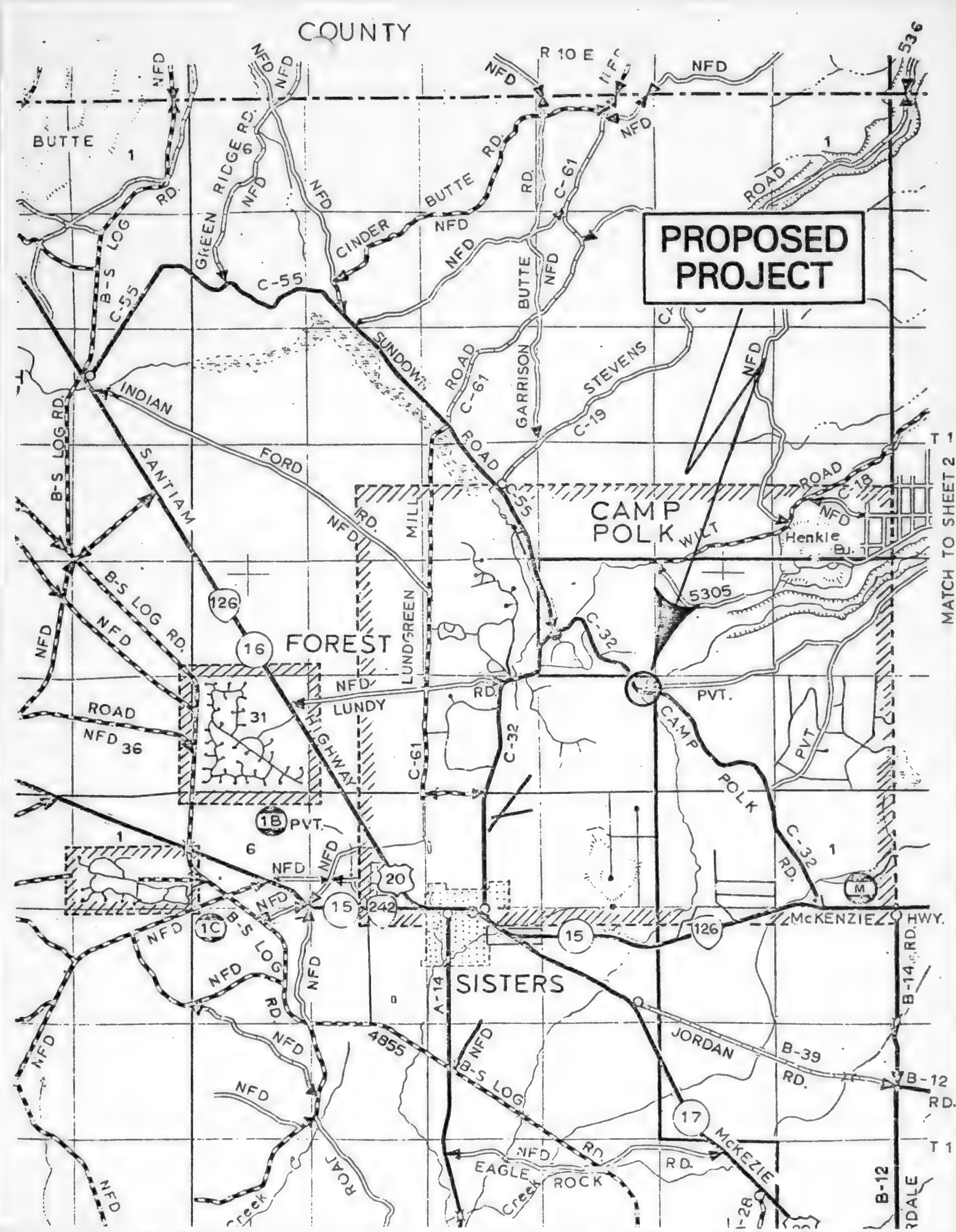

℄
22'
22'
6'
16'
16'
6'
3" ASPH. CONC.
12" STONE BASE
4:1
VAR.
2:1
4:1
VAR.
2:1

PROPOSED
AT NEW STRUCTURE


℄
13'
13'
2'
2'
OILMAT

EXISTING

SQUAW CR. (CAMP POLK RD) BR.
FAS B355
DESCHUTES CO. JULY, 1983


COUNTY
R 10 E
536
PROPOSED PROJECT
BUTTE
B-S LOG RD.
GREEN RIDGE RD.
CINDER BUTTE RD.
C-55
C-61
GARRISON BUTTE RD.
STEVENS C-19
SUNDOWN ROAD
INDIAN FORD RD.
SANTIAM HIGHWAY
126
16
FOREST
LUNDY RD.
LUNDGREEN MILL RD.
CAMP POLK
WILT
Henkle Bu.
5305
C-18
ROAD
T 1
MATCH TO SHEET 2
C-32
PVT.
CAMP POLK RD.
ROAD NFD 36
31
1B PVT.
1
6
20
15
242
1C
McKENZIE HWY.
M
SISTERS
A-14
JORDAN RD.
B-39
B-12 RD.
B-14 RD.
4855
B-S LOG RD.
17
McKEZIE
EAGLE ROCK RD.
Creek
JACK ROAD
NFD
B-12
I-28
RDALE

FEDERAL AID PROJECT REQUEST

Date: July 22, 1983

Applicant Agency Deschutes County

Request for: Off System ____, FAS-C HBR, FAUS ____, Project

Federal Aid Route No. B 355 Route Name Camp Polk Road

Project Name

Squaw Creek (Camp Polk Road) Bridge # 9 C 05

Project Length 0.05 miles Project Location (attach sketch map)

Project Description Replace deficient bridge, reconstruct approaches and install guardrail.

Average Daily Traffic 300--1980 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' Travel Lanes 11' Shoulders 2' Gravel

Medians No Parking No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 12' Shoulders 4'Paved

Medians No Parking No

Curbed No Length Curb Radii --

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? APPLICANT

4. Permanent Striping:

Include in project or by applicant? APPLICANT

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 4.14 miles northeast of Sisters

Type Wooden--single span--w/concrete abutments and wingwalls

Approach Roadway Width 22' Shoulder Width 2' Gravel

Length 34' Width 24'

To remain in place? No--Will require stage construction.

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 56' Width 32'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Yes--Telephone Conduit

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks
Bridge construction to be staged.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad ______

Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements,

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Neil Hudson, P.W.D. Office
2. Environmental	" " " " " Office
3. Public Hearing	" " " " " Office

Remarks ______

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes ______ No X

If "yes" describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 29,500.
Right-of-Way costs (if participating)	---
Traffic Control	3,500.
Illumination	---
Structures	102,000.
Railroad	---
Other Construction Eng. & Cont. (40%)	54,000.
Preliminary engineering (includes foundation exploration)	14,000.
PROJECT TOTAL	$ 203,000.

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or DESCHUTES COUNTY

BY: ______ BY: Albert A Young

BY: ______ BY:

BY:

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Program Management

DATE: August 18, 1983

FROM: J. R. Hagedorn JR Hagedorn
Region Federal Aid Specialist

SUBJECT: HBR Projects--Deschutes County
(1) Paulina Creek (Paulina Lake Road) Bridge #9C62
(2) COI Main Canal (Walker Road) Bridge #17C28
(3) Squaw Creek (Camp Polk Road) Bridge #9C05

I am submitting the Project Requests and Prospectii for the subject HBR projects. These were approved under delegated authority of the State Highway Engineer, July 5, 1983.

(1) Project is in U.S.F.S. land. County will acquire, at no cost, construction easement for detour. State to administer all other aspects of work.

(2) No R/W will be acquired--no detour at the structure is necessary. County will close the road during construction and barricade and sign for the detour on the County system. State to administer all other aspects of work.

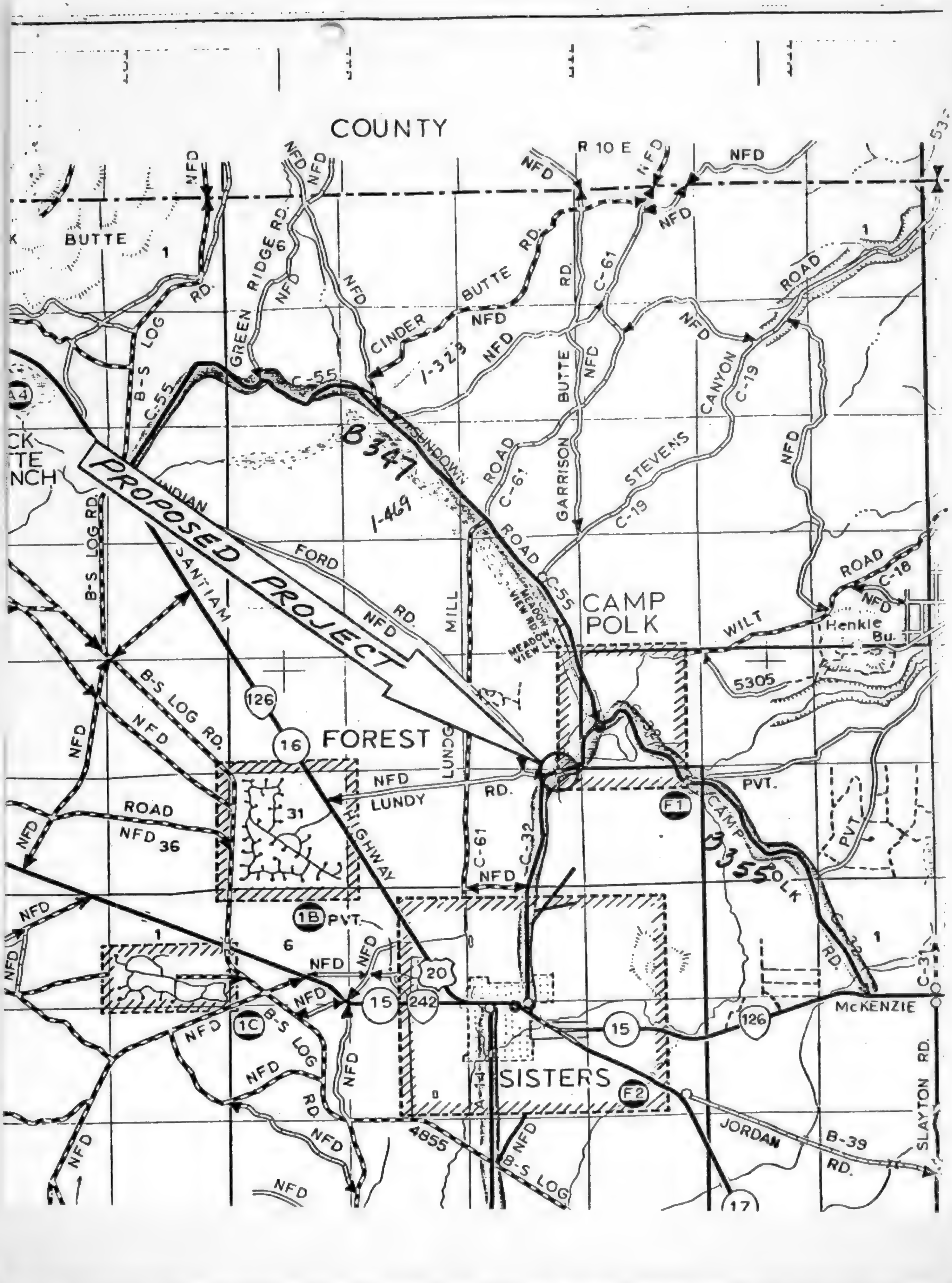
(3) Bridge to be state-constructed. State to administer all aspects of the work.

JRH:br

Enclosures

CC: Cam Gilmour

[illegible]


COUNTY
R 10 E
NFD
BUTTE
1
GREEN RIDGE RD.
6
CINDER BUTTE RD.
NFD
1-323
B-S LOG RD.
C-55
A4
B347
1-469
SUNDOWN
ROAD
C-61
GARRISON
BUTTE RD.
C-61
STEVENS
CANYON
ROAD
C-19
PROPOSED PROJECT
INDIAN FORD NFD RD.
SANTIAM
B-S LOG RD.
MILL
MEADOW VIEW RD.
MEADOW VIEW LN.
CAMP POLK
WILT
C-18
ROAD
Henkie Bu.
5305
126
16
FOREST
LUNDY
NFD LUNDY RD.
PVT.
F1
CAMP POLK
B355
31
HIGHWAY
ROAD
NFD 36
C-61
C-32
1B
PVT.
1
6
20
15
242
1C
B-S LOG RD.
15
126
McKENZIE
C-31
SISTERS
F2
4855
B-S LOG
JORDAN
B-39
RD.
SLAYTON RD.
17
53

1985 Crater Lake Ave. @ Delta 10,141
Waters Rd. (Medford) on Crater Lake
Ave. in Medford. (Traffic sig. install)

C+A 8190 8-14-84

jc cc: OSHD (Rul[illegible]n)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 6/25/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. HES-2471(1)
COMPLETION DATE (Actual) 6/10/86	ACCEPTANCE DATE BY CONRTACT AGENCY 11/29/86	TIME ELAPSED 100 %	CONTRACT TIME 180 C.D. plus 9 C.D. extension

LOCATION

See Below

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CRATER LAKE AVE. @ DELTA WATERS AVE.
CRATER LAKE AVENUE
Signal

Work completed under this project consisted of the installation of a multi-phase traffic signal, adjustment of utilities as necessary and other incidental work common to this type project. A contract in the amount of $54,539 was awarded Hamilton Electric, Inc. on 11/11/85. Project work began on 4/14/86.

A total of 189 calendar days were used in completing the work as compared to 180 calendar days allowed under the contract, plus a 9 day extension approved 8/4/86. Therefore, no liquidated damages were assessed.

The final estimated cost was $83,059.71 which includes $53,703 for bid item work, $689 under approved price agreements, $2,062.36 for force account work, $17,105.35 for State force order work and $9,500 for engineering.

The statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENG.
JUL 2 '87
REFER TO
Fredrickson
Info Inv

dg
7/9

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Richard R. Arnold		SIGNATURE John T.	
TITLE Area Engineer	DATE 6/25/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,141

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10141

TO: Commission Services DATE: December 29, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10141, On Site Work Substantially Completed June 10, 1986

All Work Completed October 21, 1986

Project Crater Lake Avenue @ Delta Waters Road (Medford)

Highway Crater Lake Avenue

County Jackson

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-31-86 - Surety letter written.

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,141

August 4, 1986

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON 5
10141

Re: Time Extension Request
Crater Lake at Delta Waters Road
Contract No. 10141
FAP No. HES-247(1)

NOTED
W. E. SCHWARTZ

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested 35 calendar days of contract time due to five stated causes or reasons.

Reason No. 1: Late return of shop drawings, 16 days.

This request is denied since notice or protest of this time was not provided as required by Sections 108.08 and 108.09 of the contract Standard Specifications.

Reason No. 2: Late confirmation of change order work, 5 days.

Our records do not indicate that the required written protest was filed for time charges during this period; however, we will accept your inquiry of April 24 as indication of time charge protest in this particular case.

A contract time adjustment of an additional five (5) calendar days is granted for the additional work performed under Price Agreement No. 1.

Reason No. 3: Delay due to City of Medford work, 2 days.

This request is denied for lack of required notice or protest of time charges.

Reason No. 4: Additional loops and feeders, 5 days.

Your time extension request was received within the time required for the protest of time charges for this item. A review of project records indicates that this work, performed under Extra Work Order No. 1, warrants four (4) additional calendar days of contract time, and that amount of time is granted.

Reason No. 5: Sandstone encountered in pole base area, 1 day.

This request is denied. The determination of the degree of difficulty expected in performing excavation work on the project should be determined by the contractor in the preparation of the bid for the work.

In summary, a contract time adjustment of an additional nine (9) calendar days is granted due to the work performed under Price Agreement No. 1 and Extra Work Order No. 1. The adjusted contract time of completion of this project is 189 calendar days. This will eliminate all liquidated damages under this contract.

/s/ D. R. Adams
for W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc:	C. O. Fredrickson	
	Jim Gix	w/att.
	Ron Busey	w/att.
	FHWA	w/att.
	Bruce Walton	

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: O. B. Jackmond
Contract Administration Engineer

DATE: July 21, 1986

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Crater Lake Avenue @ Delta Waters Road
Contract #10141

Attached you will find the contractor's request for a time extension for the subject project. They are requesting 35 days extension, but the project only overran 9 days. There are 5 events listed with the request for additional time, and the attached letter from the Project Manager basically outlines those areas.

I concur with the Project Manager's recommendation that 23 days are justified due to a delay of more than 21 days in our returning of their submittals per Standard Specifications 105.02. Also, additional work was performed which would constitute an additional 2 days extension. Therefore, 23 days total time is justified, and the contract only overran 9 days.

It is our recommendation that no liquidated damages be accessed to this contract.

ba/sh
Attach

cc: R. Busey

8-1-86

W.E. Schwartz -

I do not agree with Region and Project Manager. The required "notice" or "protest" of time charges was not filed by the contractor on 3 of his requested items. The othe 2 items, P.A. No.1 and EWO No.1, warrant a time extension of 9 C.D. and that is recommended.

OBJackmond

CE ___ [✓ CAE] ___
COE ...... OM ......
OE ....
CA ....
CAM ....
LEO ....

RECEIVED
JUL 23 1986
CONSTRUCTION SECTION

SPC ...... TC ......
[✓ SA] CC
F ...... CP
PCC ......
CCS ......
FILE ....

L.125-1387

10,141

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
AUG 5 '86
REPLY TO
FOR

In Reply Refer to File No.:
CON 5
10141

DATE: July 30, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-2471(1)

Contract 10141, Work Completed June 10, 1986

Project Crater Lake Ave. at Delta Waters Rd. (Medford)

Highway Crater Lake Avenue

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 7-2-86
213

G. K. Hasson
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

LARRY [illegible]

CPC/FL4

RECEIVED
JUL 31 1986
OREGON DIVISION

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Crater Lake Ave @ Delta Waters Rd (Medford)		WEEK ENDING July 12,1986
		CONTRACT NO 10141
HIGHWAY Crater Lake Ave.	COUNTY Jackson	F A PROJECT NO HES-2471(1)
CONTRACTOR Hamilton Electric	KIND OF WORK Traffic Signal Installation	DATE OF AWARD Nov. 18,1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 82,310.27

ESTIMATED PROJECT COST $ 79,734.37

ESTIMATED PERCENT OVERRUN/UNDERRUN -3.5 %

ENGINEERING

AUTHORIZATION $ 7,188.67

COST THIS WEEK $ 140.00

TOTAL TO DATE $ 6,592.00

PERCENT OF AUTHORIZATION 92 %

FIRST NOTIFICATION DATE Apr. 14,1986

ESTIMATED DATE OF COMPLETION, OR May 28,1986

SECOND NOTIFICATION DATE AND June 10,1986

ESTIMATED SEMIFINAL SUBMITTAL DATE July 07,1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD		180	189	105%	No

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						

ACTIVITIES THIS WEEK:

Work on the Semi-Final was sent in,this is last report.

XX

Conduit trench was backfilled with 1 sack Concrete mix at the City of Medford's expense per agreement between the City Inspector and Hamilton's Foreman.

A Holiday Stop Work Order is in effect 5/23/86 thru 5/26/86.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Turn-on was on 6/19/86

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Ron Busey - Medford

F

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Ron Busey

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☒ FINAL INSPECTION

RECEIVED
[illegible] HWY ENGR
JUL 16 '86
REFER TO
Fredrickson
FOR
7/17

Info	Inves	R/D	[illegible]	[illegible]	[illegible]	[illegible]

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Jackson	Oregon

IN COMPANY WITH: Vern Neiswanger, Asst. Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-2-86	W. N. Bryant, Area Engineer	HES-2471(1)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	105 %	100 %

NOTED
W. E. SCHWARTZ

CRATER LAKE AVE. @ DELTA WATERS AVE.
CRATER LAKE AVENUE
Signal

Work completed under this project consisted of the installation of a multi-phase traffic signal, adjustment of utilities as necessary and other incidental work common to this type project. A contract in the amount of $54,539 was awarded Hamilton Electric, Inc. on 11-11-85. Project work began on 4-14-86 and was completed in reasonably close conformance with the approved plans and specifications on 6-10-86 at a final estimated cost of $54,356.60 which includes $52,379 for original bid item work, $689 for work completed under approved price agreements, $14,000 for State Force work, $1,080 credit for liquidated damages and $6,578 for construction engineering.

A total of 189 days were used to complete the work as compared to the 180 days allowed under the contract. The contractor has requested a 9-day time extension which is presently under review by the State.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

Based on the results of this inspection final acceptance of the contract work is recommended.

- WNB -

Form FHWA-1446A
(Rev. 2-84)

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02099

SECTION Traffic Signals by Consultant (Region 3)	COUNTY	NO.	REGION 3
HIGHWAY NO.	AUTHORIZATION NO. 3	PROJECT EA C037-1409	DATE 4-25-86

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	3000	37,000	37,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	3,000	3,000
	N/A	23,150	23,150
902 CITIZEN'S INVOLVEMENT	N/A		
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(— —)		
	74(— —)		
904 PRELIMINARY DESIGN	7112		
905 FINAL DESIGN	73(00)	6,500	6,500
906 REDESIGN	73(— —)		
907 T.P.D.T. DESIGN	73(31)	1,800	1,800
908 FIELD TESTING	3011	1,000	1,000
909 RIGHT-OF-WAY DESCRIPTION	7111	1,000	1,000
910 RIGHT-OF-WAY MAPS	7111	1,500	1,500
911 SIGN AND SIGNAL DESIGN	76(11)	12,500	12,500
	76(15)	500	500
	76(21)	200	200
	3050	2,300	2,300
912 RAILROAD MAPS	73(— —)		
913 RIGHT-OF-WAY LIAISON	7760	1,000	1,000

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
914 UTILITY LIAISON	7783	200	200
	3060	1,000	1,000
915 LANDSCAPE DESIGN	7114		
916 PHOTOGRAMMETRY SERVICES	7142		
917 INVENTORY NEEDS			
920 PROJECT PROGRAMMING	06(00)	200	200
921 SPECIFICATIONS AND ESTIMATES	7200	8,000	8,000
923 ENVIRONMENTAL STUDIES	75(00)	200	200
	75(— —)		
	75(— —)		
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(— —)		
	74(— —)		
929 FREE BRIDGE SPECIFICATIONS	7200		
933 BASE DESIGN	7141	1,000	1,000
934 GEOTECHNICAL INVESTIGATION	7120	800	800
937 HYDRAULIC STUDIES	7143	200	200
949 SYSTEM STUDIES	N/A		
960 PROCESS PROJECT PROSPECTUS	7144	200	200
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(— —)		
963 REVIEW FIELD SURVEYS	7113	1,500	1,500

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MAY 8 - 1986
ROAD DESIGN SECTION

Continued on Page 2

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Return To

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID # 02099

SECTION Traffic Signals by Consultant (Region 3)

REGION 3

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000	280	280				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

TOTALS	$105,030	$ 105,030
PREVIOUS AUTHORIZATION		$ 85,650
ADD. AUTH. REQUIRED		$ 19,380

RIGHT-OF-WAY EA

PE FUNDING State

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This authorization is to update the estimated cost to reflect the funding needed to supplement the consultants work on the Oregon Coast Hwy. @ Winchester Ave. project.

The following projects are covered by this authorization:

1) Oregon Coast Highway @ Winchester Ave. (Reedsport)
2) Crater Lake Highway @ Delta Water Road (Medford)
3) Eugene/Springfield Hwy. @ Country Club Rd, S.B.
   (Country Club Road @ Southwood Lane)

PREPARED BY Steve Snecht	DATE 4-25-86	APPROVED, ASST. HIGHWAY ENGINEER X	DATE 5-1-86
RECOMMENDED, REGION ENGINEER X	DATE	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 4-28-86	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (6-85) cont.

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID # 02099

SECTION Traffic Signals by Consultant (region 3)

REGION 3

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000	280	280				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

		TOTALS	$ 85,650	$ 85,650
RIGHT-OF-WAY EA	PE FUNDING State	PREVIOUS AUTHORIZATION		$ 54,350
FEDERAL AID PROJECT NUMBER		ADD. AUTH. REQUIRED		$ 31,300

LOCATION ENGINEER'S REMARKS

This authorization is to provide funding for various activities needed to supplement the consultant work.

The following projects are covered by this authorization;

1) Oregon Coast Highway @ Winchester Avenue (Reedsport)

2) Crater Lake Highway @ Delta Water Road (Medford)

3) Eugene/Springfield Hwy. @ Country Club Rd. S.B.
(Country Club Road @ Southwood Lane)

PREPARED BY original signed by D. Kirby	DATE 12-31-85	APPROVED, ASST. HIGHWAY ENGINEER X	DATE
RECOMMENDED, REGION ENGINEER X original signed by J. Gix	DATE 1-6-86	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 3-11-86	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02099
SECTION	Traffic Signals by Consultant (Region 3)
HIGHWAY	
NO.	
COUNTY	
NO.	
REGION	3
AUTHORIZATION NO.	(2)
PROJECT EA	C037-1409
DATE	03/07/86

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	3000	20,000	20,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	3,000	3,000
	N/A	23,150	23,150
902 CITIZEN'S INVOLVEMENT	N/A		
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(— —)		
	74(— —)		
904 PRELIMINARY DESIGN	7112		
905 FINAL DESIGN	73(00)	6,500	6,500
906 REDESIGN	73(— —)		
907 T.P.D.T. DESIGN	73(31)	1,800	1,800
908 FIELD TESTING	3011	500	500
909 RIGHT-OF-WAY DESCRIPTION	7111	1,000	1,000
910 RIGHT-OF-WAY MAPS	7111	1,500	1,500
911 SIGN AND SIGNAL DESIGN	76(11)	12,500	12,500
	76(15)	500	500
	76(21)	200	200
	3050	2,300	2,300
912 RAILROAD MAPS	73(— —)		
913 RIGHT-OF-WAY LIAISON	7760	500	500

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
914 UTILITY LIAISON	7783	200	200
	3060	500	500
915 LANDSCAPE DESIGN	7114		
916 PHOTOGRAMMETRY SERVICES	7142		
917 INVENTORY NEEDS			
920 PROJECT PROGRAMMING	06(00)	200	200
921 SPECIFICATIONS AND ESTIMATES	7200	8,000	8,000
923 ENVIRONMENTAL STUDIES	75(00)	200	200
	75(— —)		
	75(— —)		
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(— —)		
	74(— —)		
929 FREE BRIDGE SPECIFICATIONS	7200		
933 BASE DESIGN	7141	1,000	1,000
934 GEOTECHNICAL INVESTIGATION	7120	800	800
937 HYDRAULIC STUDIES	7143	200	200
949 SYSTEM STUDIES	N/A		
960 PROCESS PROJECT PROSPECTUS	7144	100	100
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(— —)		
963 REVIEW FIELD SURVEYS	7113	720	720

Continued on Page 2

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ROAD DESIGN

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jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2471(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50005

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 9 '86
REFER TO
Potter
FOR
Info | Inves | R/O | D/R | Sign | Ret | File

Orig to
1/10

7. DATE AUTHORIZATION EFFECTIVE December 24, 1985

8. FEDERAL ROUTE NUMBER FAU 2471

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Crater Lake Avenue at Delta Waters Road (Medford) Section

11. GENERAL DESCRIPTION OF WORK
Furnish a PROM and program, also a signal controller, cabinet and interconnect cable

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12-24-85 as requested in Mr. Fredrickson's letter of 12-22-85 as being cost effective for the use of City of Medford forces to proceed with the above work.

State Force Order No. 1 Revised is approved to a TEC of $14,000; Federal Funds $12,600.

14. DATE 1/7/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,141

January 16, 1987

CON 5 - #10,141

Kingrey, Price & Duyck Insurance
P.O. Box 784
Springfield, OR 97477

On December 31, 1986, we wrote to you concerning release of final payment on Contract No. 10,141 awarded to Hamilton Electric, Inc. for work on the Crater Lake Avenue at Delta Waters Road (Medford) Section of Crater Lake Avenue in Jackson County.

Final payment on this contract is $1,862.68, and the total contract amount is $56,304.36, including $2,062.36 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Transamerica Insurance Company
700 NE Multnomah
Suite 800
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
James J. Gix

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-7	US Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER 1	11-26-85	Project Number HES-2471(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 19, 1984 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,600.00	$ 92,097.00
Federal funds	$ 11,340.00	$ 82,887.00
Other revisions		

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of NOV, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

G-Files

Oregon State Highway Division
Salem, Oregon November 21, 1985

Federal-Aid Project No. HES-2471(1)

Crater Lake Ave. @ Delta Waters Road (Medford) Section
City Street
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 12,600.00
		Total	$ 12,600.00

Type Code Y031
Traffic Signal (1 location)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 577.00
Temporary Signs	Sq. Ft.	260	4.00	1,040.00
Temporary Barricades	Each	2	26.00	52.00
Flaggers	Hour	40	15.00	600.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	46,567.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	5,703.00
				$ 54,539.00

ANTICIPATED ITEMS

City Furnished Prom & Program		All Required	$ 2,500.00
Signal Controller Testing & Turn-On		All Required	2,075.00
EEO/Labor Compliance Monitoring	(0.5%)	All Required	272.70
			$ 4,847.70
		Subtotal	$ 59,386.70
		Engineering	8,610.30
		Total	$ 67,997.00

Length of Project --------------------- 0.0 mile

RETAIN IN RESERVE

City Supplied Controller Cabinet and Interconnect Cable	All Required	$ 11,500.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	City Funds
P.E.	$12,600.00	$11,340.00	$1,260.00
Signal	67,997.00	61,197.00	6,800.00
SUBTOTAL	$80,597.00	$72,537.00	$8,060.00
Reserve	11,500.00	10,350.00	1,150.00
TOTAL	$92,097.00	$82,887.00	$9,210.00

Group 010: 0%; Group 011: 100%
Contract No. 10,141
Prefix: C315-1917 (P.E.)
Prefix: C10141

Appn Code: 141

DRH:me

STATE COPY

TO BE COMPLETED BY FHWA 10-325	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-[illegible]	STATE Oregon COUNTY Jackson PROJECT NO. HES-2471(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Crater Lake Ave. at Delta Waters Road (Medford)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-2-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT $ 12,600	FEDERAL FUNDS $11,340

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

xxxFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 19 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon October 18, 1984

Federal-Aid Project No. HES-2471(1)

Crater Lake Ave. at Delta Waters Road (Medford) Section
City Street
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 12,600.00
		Total	12,600.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	City ~~State~~ Funds
Preliminary Engineering	$ 12,600.00	$ 11,340.00	$ 1,260.00
Retain in Program			
Construction	93,400.00	84,060.00	9,340.00
Total	$ 106,000.00	$ 95,400.00	$ 10,600.00

Group 1 100%
Prefix: 315-1917

WH:bkb

October 28, 1985

PRO

Donald Walker, City Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Walker

On October 24, 1985 we received a satisfactory bid from Hamilton Electric Inc., P.O. Box 708, Eugene, OR 97440 for the Crater Lake Avenue at Delta Waters Road traffic signal installation.

The miscellaneous contract agreement No. 8190 requires the city to pay 50% of the local matching funds for this installation. The city's share is computed as follows:

Contractor's Bid		$54,539.00
Anticipated Additional Items:		
Permanent Signing	$ 1,000.00	
City Furnished PROM & Program	2,500.00	
Signal Controller Testing & Turn-on	2,075.00	
EEO/Labor Compliance Monitoring (.5%)	272.70	
City Supplied Controller Cabinet and Interconnect Cable	11,500.00	17,347.70
		$71,886.70
Contingencies (4 1/2)		3,234.90
Engineering (10%)		7,188.67
Total Cost		$82,310.27
Less Federal Funds (90%)		(74,079.24)
Matching Cost		$ 8,231.03
City's Share (50%)		4,115.52
ROUNDED		$ 4,100.00

Please submit your $4,100.00, which should arrive no later than November 15, 1985 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:bkb
Attachment
bcc: (w/AD #85-127) Jack Ayres, Region 3
V.E. Skoog - Please return completed AD #85-127 when deposited.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2471(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50005

6. TO

10-8-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE October 2, 1985

8. FEDERAL ROUTE NUMBER FAU 2471

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Crater Lakex Ave. @ Delta Waters Rd. (Medford) Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 8-7-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $80,350; Federal Funds $72,315.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/8/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE FOE

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Tra 7-6-1
Medford

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2471(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-4-84

4. PROGRAM NO.

5. ITEM NO. 50005

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/2/84

8. FEDERAL ROUTE NUMBER FAU 2471

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Crater Lake Avenue at Delta Waters Road (Medford) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $12,600 FF $11,340

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 9/20/84.

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Medford

SEE INSTRUCTIONS ON REVERSE

Jackson Co.

KEY ID#	02554 Tra 7-6-1 Medford
SECTION	By applicant-Crater Lake Ave.@Delta Waters Rd. (Med-Tra)
REGION	3

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 315-1917	DATE 9-6-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		2,800	918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		6,900	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 12,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-2471(1)

LOCATION ENGINEER'S REMARKS

1 ✓

.04
.04
2 E
3 R

NOTED
NICK KUS...

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/13/84
RECOMMENDED, REGION ENGINEER X	DATE 3-29-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Westing for	DATE 9-12-84
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 7/10/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-2-84	

734-1914 (7-82) Robert D. Kott, City of Medford Traffic Engr. 2-21-84

PART 1 — PROJECT REQUEST

KEY ID # 02554

SECTION: Crater Lake Ave. @ Delta Waters Rd. (Medford)

REGION: III

STATE HIGHWAY #	HIGHWAY NAME Crater Lake Avenue	MILE POST FROM TO	LENGTH
☒ URBAN ☐ RURAL	CITY Medford	COUNTY Jackson	ROAD/STREET NAME Crater Lake Avenue
ROUTE #	FEDERAL AID # FAU 2471	APPLICANT (IF OTHER THAN STATE) City of Medford	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 3.1	GRADING	(✓)		FILES	(#)	
RIGHT OF WAY		$ -	PAVING	(✓)		ACRES	(#)	
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$ 0.00		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 74,600.00		SIGNALS	(✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	A
ILLUMINATION	$ 2,000.00		ILLUMINATION	(✓)	X	CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 1,600.00					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	n/a
Total	$ 78,200.00		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	n/a
20% ENGINEERING & CONTINGENCIES	$ 15,700		DESIGN CATEGORY	(1-7)		CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 93,900.00	WORK TYPE	(1-12)		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 97,000.00						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Intersection has high incident of right angle accidents

PROPOSED SOLUTION

Install a fully actuated traffic signal

REQUESTED, REGION ENGINEER X	DATE 3-29-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82) Robert D. [illegible], Traffic Engr. City of Medford 2-21-84

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02554

SECTION Crater Lake Ave. @ Delta Waters Rd. (Medford)

REGION 3

PROJECT JUSTIFICATION

The City of Medford Traffic Engineering Division has conducted a traffic signal warrant investigation based on warrant criteria as stipulated in the Uniform Manual of Traffic Control Devices (UMTCD).

Eight right angle accidents occurred in 1982 resulting in sixteen injuries.

Based on the results of the signal investigation, signals are warranted on accident experience.

This intersection is located in the fastest growing section of the city (NE Medford). Traffic volumes are increasing due to new residential home construction to the east.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont. Robert D. Kent, City of Medford Traffic Engr. 2-21-84

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AN ‹ETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02254

SECTION Crater Lake Ave. @ Delta Waters Rd. (Medford)

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)		STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S ~~N~~	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0 NEW (#)	1

RIGHT-OF-WAY N/A

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES

Pacific Power & Light

DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

								×								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 11/10/84

734-1912 (7-82) Robert D. Kell, City of Medford Traffic Engr. 2-21-84

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02554

SECTION Crater Lake Ave. @ Delta Waters Rd. (Medford)

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Project consistent with comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes should remain constant. This area is experiencing a 2% annual increase in traffic. Flow patterns should remain the same. Safety benefits to the general public are the reason for this project.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

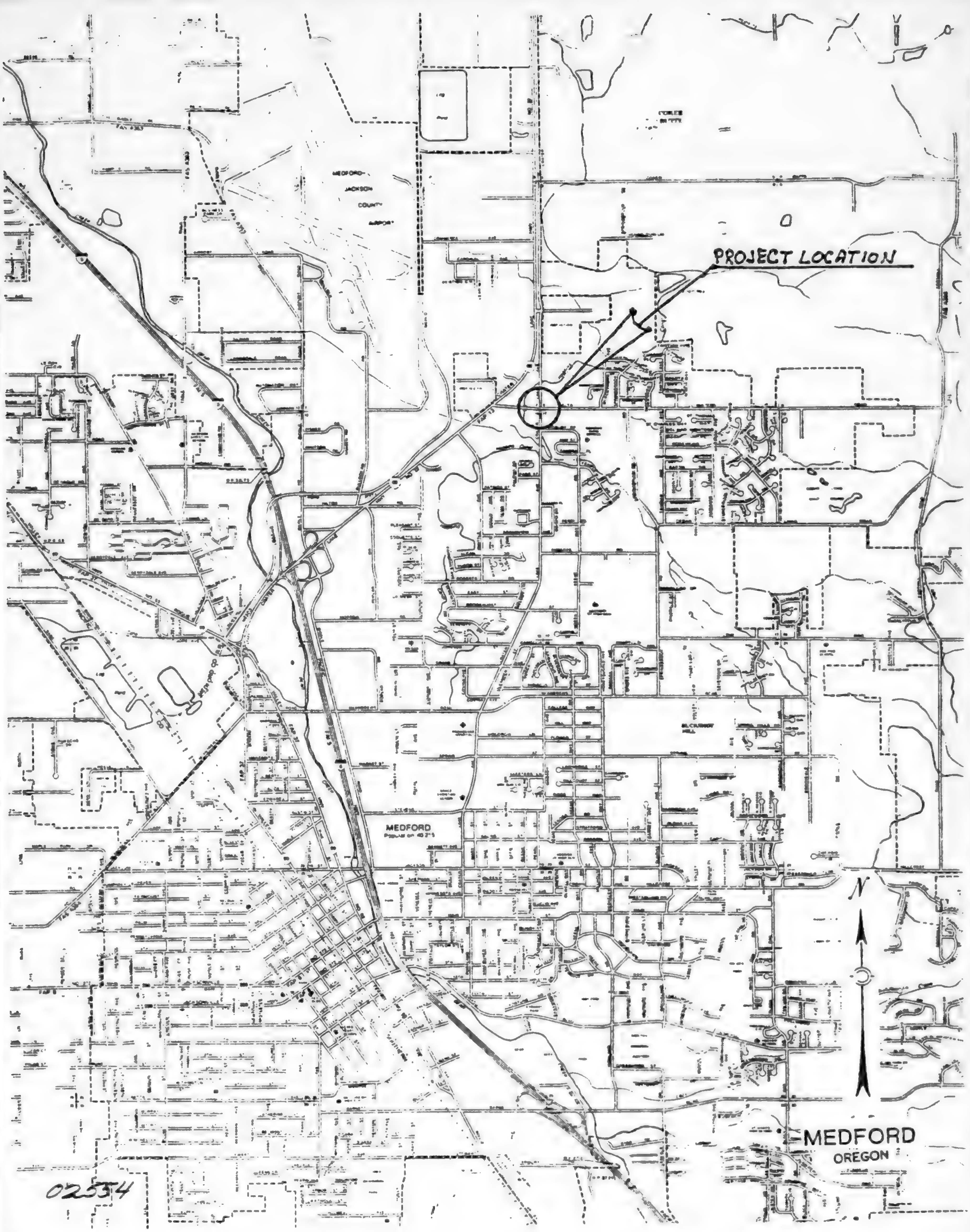
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82) Robert D. Kott, City of Medford Traffic Engr. 2-21-84


MEDFORD-JACKSON COUNTY AIRPORT
MEDFORD
N
MEDFORD
OREGON

PROJECT LOCATION

02554

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 20, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40287
Project No. HES-2471(1)
Crater Lake Ave. @ Delta Waters Rd. (Medford) Sec.
City Street
Jackson County

Attached data consists of PR-1 forms with project maps, Survey Authority, Collision Diagrams, other traffic data and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $12,600 with an obligation of $11,340 in Federal funds.

DRH:pf
Attachments

cc: L. E. George
James J. Gix, Region 3
General Files

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

cj 8-30
Potter
TAA

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
Bothman
FOR
Info Insp R/D D/R Sign Act File

cy Hunter

August 27, 1984
IN REPLY REFER TO
HFO-OR/550

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Proposed Personal Service Contract
Wilsey & Ham
Preliminary Engineering
Traffic Signals

Mr. Potter's letter of 8/21/84 requested pre-award review and approval of the subject proposal which includes work to be accomplished for the following projects:

F-2-3(-)	Oregon Coast Hwy. @ Winchester Ave. (Reedsport)
HES-93(1)	Beltline Hwy. @ Barger Ave. (Eugene)
F-15(-)	Crater Lake Hwy. @ Delta Waters Rd. (Medford)
FG-51(-)	Cape Arago Hwy. @ Oak St. (N. Bend)
IR-105-4(-)197	Interstate 105 @ County Club Rd. (Eugene)

Under the provisions of FHPM 1-7-2.7d the above projects must be approved and authorization granted before any work can be approved for a consultant. Project HES-93(1) has been approved. In addition, the prerequisites necessary for project approval must be completed such as Environmental Classification, A-95, and signal warrants.

When the above has been accomplished consideration will be given to the subject proposal.

Sincerely yours,

G.K. Hosmer
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (L E George)
OSHD (E Marges)

NOTED
ROBERT N. BOTHMAN

[illegible] 7-6-1
[illegible]

August 14, 1984

City of Medford
City Hall
Medford, OR 97501-3188

AGR 4-1

Attention: Emily H. Kirkham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2190

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment at Crater Lake Avenue-Delta Waters Road Intersection.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: June 13, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Crater Lake Avenue @ Delta Waters Road (Medford)

The City of Medford has requested a project to install a traffic signal at the subject intersection.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
City	Crater Lake Avenue @ Delta Waters Road (Medford) Jackson County	$97,000	$87,300	0	$9,700

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. GEORGE - TRAFFIC ENGINEER

orig Gorman
cys George
acct'g
files
6-18-84

APPROVED:

H S Coulter
State Highway Engineer

DATE: 6/15/84

(1) report

RECEIVED
STATE HWY ENGR

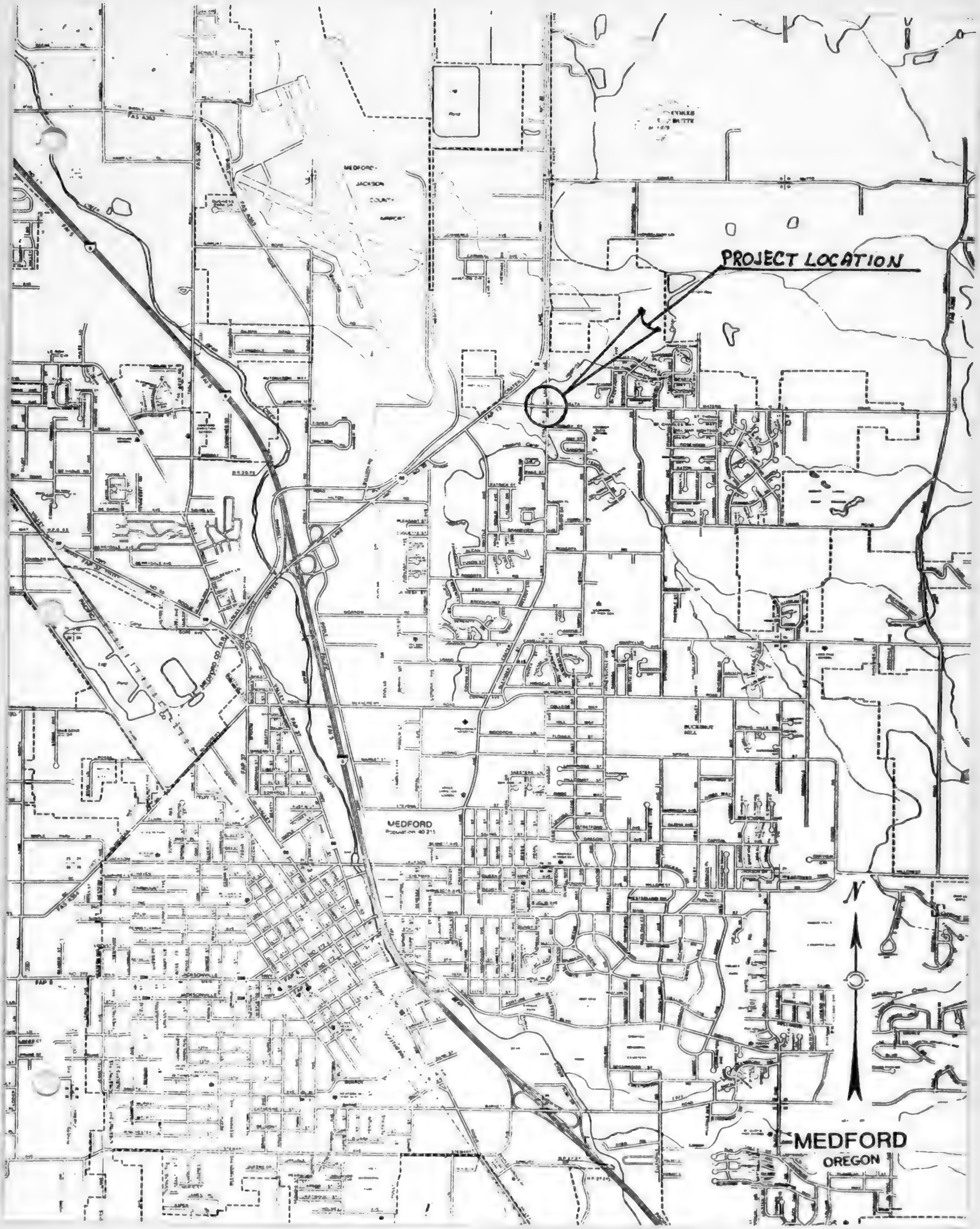
JUN 15 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387


PROJECT LOCATION
MEDFORD-JACKSON COUNTY AIRPORT
MEDFORD
Population 40,215
BUCKSKUT HILL
N
MEDFORD
OREGON

Section Crater Lake Ave. @ Delta Waters Rd. (Medford) Programming Estimate $ 93,000^{00}

Highway Crater Lake Avenue Project Length —

County Jackson Completion Time 180 calendar days

Kind of Work Signal - Illumination Est. Comp. Date 5/17/86

Prefix C315-1917 Letting Date October 24, 1985 Project No. HES-2471(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ 55,280^{00}

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	1000.00
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
City ~~State~~ Furnished PROM & Program	2,500^{00}
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ______ hrs.)	
State Responsibility for Damages	
Signal Controller Testing & turn on	2,075^{00}
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	277.10 ~~276.40~~ 552.70
City Supplied Controller, Cabinet and Interconnect Cable	11,500^{00}

Adjust Utilities:

Total Anticipated Items $	17 352.10 16,351^{40}
Subtotal $	71,631^{40}
Contingencies (4-1/2%)	3,223^{41}
Engineering (8, 9, (10%))	7,163^{14}
Subtotal $	82,017^{95}
Credit for ______	—
Estimated Net Authorization, Construction $	82,017^{95}

APPROVED

8/5/85

4:30 fB

Road Design Engineer

Rev. 7/85

~~SUMMARY - BID SCHEDULE~~ COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Crater Lake Ave. at Delta Waters Rd. (Medford)	REFERENCE NAME/PHONE 8-6291	COUNTY Jackson	SHEET 1 of 1

KIND OF WORK Signal - Illumination	KEY NUMBER 02554	LENGTH	DATE 7/30/85	NAME Leshk

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7/31/85 MLW THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 10/24/85					
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,500.00
	Temporary Signs		Sq. Ft.	260	8.00	2,080.00
	Flaggers		Hour	40	15.-	600.00
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	45,100.00
	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	6,000.00
						+55,280.00

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Mr. Robert D. Kortt, Traffic Engineer
City of Medford
Medford, Oregon 97501

July 31, 1984

In Reply Refer to
File No.:
PRO 6

Dear Bob:

This will acknowledge receipt of three signed copies of local agency Agreement No. 8190 for the proposed construction of traffic signal equipment at the intersection of Crater Lake Avenue and Delta Waters Road.

Also acknowledged are two copies of City Ordinance No. 5204 authorizing execution of this agreement. We have noted the revision to the special provisions section revising this agreement to allow the City to perform all preliminary engineering and design work.

By copy of this letter I am forwarding these documents to the Program Section in Salem for further processing. A fully executed copy of this agreement will be returned to you for your files.

Cordially,

ORIGINAL SIGNED BY JACK AYRES

JACK AYRES
Region Federal Aid Specialist

ja/ba

cc: G. Potter ✓
L. E. George
G. Thornton
B. Maude

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Marge
FOR Approval

Form 734-1829

1985 Malheur River (Copeland) 10,142
Br. sec., of Robby Copeland Co. Rd.
(Grading & structure)

C+A 8229 9-4-84

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 4, 1988

COUNTY: Malheur AGREEMENT NO: 8229 PROJECT NO: BROS-2300(10,15)

CONTRACT NO: 10,142 SECTION: Malheur River (Copeland) Bridge

PRELIMINARY ENGINEERING PREFIX C223-1911

	Participating	Non Participating
Project Manager	$ 4,770.20	$ 6.25
Final Design	2,729.62	
Administration Services	63.54	
Location	755.92	
Program Section	82.96	
Environmental Studies	1,256.25	
Structural Foundations	4,885.23	
Free Bridge Design	9,159.77	177.44
Free Specification	2,307.43	
Surface Design Engineer	321.31	
Hydraulics	3,022.63	
Review Field Surveys	9.00	
Prepare Permits	48.34	
Total P.E. Cost	$ 29,412.20	$ 183.69
Less Free Bridge Design & Spec.'s	(11,467.20)	(177.44)
Total P.E. Cost to County	$ 17,945.00	$ 6.25

CONSTRUCTION PREFIX C10142

	Participating	Non Participating
Payment to Contractor	$186,124.30	$
Interest on Final Payment		54.25
Field Engineering	14,648.38	59.58
EEO Monitor	79.89	
Technical Services	1,351.51	
Materials Testing	3,571.57	
Accounting	69.21	
Region Engineer's Office	289.33	
Total Construction Cost	$206,134.19	$ 113.83

.NO TAG

Refund to Malheur County

JK/p1N/3-29-85 P11 (V-11)

AGY											
02											
TRANS CODE	BI	CURRENT DOC. NO.	DOC. SUF.	DOC. DATE	VENDOR NO.	VEN. SUF.	EXPEND. ACCT.	SUBJOB	SPEC. D	ORG. UNIT	
256		EC020988	01	020 88	0000181187	00					
OBJECT DETAIL	DUE DATE	REVENUE SOURCE	AGY. SRC.	ACTIVITY	REFERENCE DOC NO.	REF. SUF.	MOD	INVOICE NO.			
QUANTITY	AMOUNT	REV	CHECK NO.	SUBSIDIARY ACCT.							
	2507.29			F038530							
REFERENCE CODE	MSA CODE	GL	RPI								
VENDOR NAME											
ADDRESS-1											
ADDRESS-2											
ADDRESS-3											
CITY	STATE	ZIP CODE									
PROGRAM	APPN. SYMBOL	FUND CODE	FUND DET	FND SRC	COR TR	CNTY CODE	AGREEMENT NO.	AGR. SUF.			
0203001001	202	002	01	0			F03853	01			

Refund Advance deposit to
Malheur County

BROS - 2300 (10, 15)

D Galida

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
FEB 0
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

FEB 9 1988

SUMMARY

Total Participating P.E. Cost		$ 17,945.00
Total Participating Const. Cost		206,134.19
Total Participating Cost		$224,079.19
Federal Funds		
P.E. (80%)	$ 14,356.00	
Const. (80%)	164,907.35	$(179,263.35)
Subtotal		44,815.84
Less State Share of Const. Cost Only		(20,613.42)
Plus Non Participating County Cost		120.08
Less State Share Non-participating Field Engineering Cost		(29.79)
Less County's Advance Deposits		
P.E. AD #84-108	$ 5,300	
Const. AD #85-115	16,100	
Const. AD #85-137	5,400	(26,800.00)
REFUND DUE COUNTY		$ (2,507.29)

MKS:me

5

C 10142

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg., Salem, Oregon 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. BROS - 2300 (15)

PROGRAM APPROVED

VOUCHER PERIOD From: 10-30-85 To: 9-22-87

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114	$206,248.02	$206,134.19	80%	$164,907.35	$164,907.35	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 11-19-87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ____________

Adjustments $ ____________

Amount Approved $ ____________

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Malheur River (Copeland) Bridge Section County Road Malheur County					
	Construction Type Code X080 Malheur River (Copeland) Br. (No. 16745) (Sta. 11+40 to Sta. 12+75)					
	Final Contract Payment Summary	Lump	Sum		$161,631.70	
	Type Code E000 Roadway Sta. 10+30 to Sta. 11+40 and Sta. 12+75 to Sta. 16+00)					
	Final Contract Payment Summary	Lump	Sum		24,492.60	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$186,124.30	
	Construction Engineering					
	State	All	Required		19,930.00	
	Miscellaneous Project Cost					
SFO #1	EEO Monitoring Expense	All	Required		79.89	
	TOTAL PARTICIPATING PROJECT COST				$206,134.19	
	Non Participating Project Cost					
	Interest on Final Payments	All	Required		54.25	
	Construction Engineering	All	Required		59.58	
	TOTAL NON PARTICIPATING PROJECT COST				$ 113.83	
	TOTAL PROJECT COST				$206,248.02	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11-19-87					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT

Payable to: Weaver Construction Co.
P.O. Box 428
La Grande, OR 97850

Project No.:

Hwy. Agr. No.:

Contract No.: 10142

Project:

Estimate No.: 8 Final

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Interest on 2500.10 from 4/7/87 - 5/20/87 44 days @ 1.233/day	54.25		54.25
	Interest on Retainage in Bank	501.34		501.34
	Retainage Administration	<94.00>		<94.00>
	Totals			
	Retained ___ %			
	Total Payments	461.59		461.59

Approved by:

Prepared by: Roslyn Wickham

CPS 2500.10

Common Data Elements

Doc. No. C10142

05 20 81
Month Day Year

Agency 02 Vendor # 0000961068 Suf. ___ Ref. Doc./Suf. ___ Check No. ___

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	223	C10142	010	8052	349			C10142/008	54.25			
02	339	✓	000	✓	—			✓	501.34			
03	424	AD0571	✓	0521	306			✓				
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

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                             OREGON DEPARTMENT OF TRANSPORTATION                                      05/22/87
                                      HIGHWAY DIVISION
FMCP010-1        CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE            PAGE      1
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Batch #1107 06 22 87

```
 CONTRACT NUMBER: C10142          ESTIMATE NUMBER: 008          WEAVER CONSTRUCTION CO.

                                CONTRACT          LIQUIDATED           RETAINAGE      FORCE ACCOUNT       NETPA
 NUMBER      NUMBER              PAYMENT            DAMAGE                                AMOUNT

 AMOUNT TO DATE:               186,124.30             0.00                0.00             0.00          186
 PRIOR AMOUNT:                 186,124.20             0.00            2,500.00             0.00          183

 PRESENT AMOUNT:                     0.10             0.00           2,500.00-             0.00          2
 EA-         SUB-               CONTRACT          LIQUIDATED           RETAINAGE      FORCE ACCOUNT       NETPA
 NUMBER      NUMBER              PAYMENT            DAMAGE                                AMOUNT

 C10142       011                    0.10             0.00           2,500.00-             0.00          2

             TOTAL                   0.10             0.00           2,500.00-             0.00          2



 PROJECT MANAGER - SHAW - REGION 5

 TYPE OF RETAINAGE : INTEREST BEARING ACCOUNT

 LUMP SUM           :              .00

 PERCENT RETAINED   :
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BROS-2300 C

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                OREGON DEPARTMENT OF TRANSPORTATION                                          05/22/87
                          HIGHWAY DIVISION
   CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                 PAGE    1
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Batch #117 05 22 87

```
ER:  C10142          ESTIMATE NUMBER: 008          WEAVER CONSTRUCTION CO.

              CONTRACT         LIQUIDATED            RETAINAGE         FORCE ACCOUNT          NETPAY
MBER          PAYMENT            DAMAGE                                    AMOUNT

E:           186,124.30             0.00                 0.00               0.00            186,124.30
             186,124.20             0.00             2,500.00               0.00            183,624.20

T:                 0.10             0.00             2,500.00-              0.00              2,500.10
UB-           CONTRACT         LIQUIDATED            RETAINAGE         FORCE ACCOUNT          NETPAY
MBER          PAYMENT            DAMAGE                                    AMOUNT

)11                0.10             0.00             2,500.00-              0.00              2,500.10

L                  0.10             0.00             2,500.00-              0.00              2,500.10




ER - SHAW - REGION 5

NAGE : INTEREST BEARING ACCOUNT

    :           .00

NED  :
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BROS-2300(15)

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY MALHEUR	CONTRACT NO. C10142	ESTIMATE NO. 8	
HIGHWAY COUNTY ROAD (ROBBY COPELAND RD)	FEDERAL AID PROJECT NO. BROS2300015		
SECTION MALHEUR RIVER (COPELAND)BRIDGE			A 13,050.00 B 1,950.00

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PR
001	11 MOBILIZATION	LUMP SUM	15000.0000	100.000	15000.00	15000.00	
002	11 TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	500.0000	100.000	500.00	500.00	
003	11 TEMPORARY SIGNS	SQ FT	10.0000	35.000	350.00 A	350.00	
004	11 TEMPORARY BARRICADES	EACH	100.0000	7.000	700.00	700.00	
005	11 EMBANKMENT IN PLACE	CU YD	4.0000	763.600	3054.40 B	3054.40	
006	11 GRID-ROLLED AGGREGATE SUBBASE	CU YD	8.0000	805.900	6447.20 B	6447.20	
007	11 GRID ROLLER	HOUR	80.0000	10.000	800.00 B	800.00	
08	11 3/4"-0 AGGREGATE BASE	CU YD	15.0000	193.400	2901.00 B	2901.00	
009	11 GUARD RAIL TYPE 2A	LIN FT	25.0000	200.000	5000.00 B	5000.00	
010	11 GUARD RAIL TYPE 3	LIN FT	35.0000	100.000	3500.00 A	3500.00	
011	11 GUARD RAIL ANCHORS TYPE 1	EACH	400.0000	4.000	1600.00 B	1600.00	
012	11 RAIL END PIECES TYPE C	EACH	100.0000	4.000	400.00 B	400.00	
013	11 TYPE 1 FENCE	LIN FT	4.0000	525.000	2100.00 B	2100.00	
014	11 LOOSE RIPRAP CLASS 100	CU YD	12.0000	139.600	1675.20 A	1675.20	
015	11 DELINEATORS TYPE 4	EACH	20.0000	12.000	240.00 B	240.00	
025	11 BRIDGE REMOVAL WORK	LUMP SUM	12000.0000	100.000	12000.00	12000.00	
026	11 SHORING CRIBBING ETC	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
027	11 STRUCTURE EXCAVATION	CU YD	10.0000	199.450	1994.50	1994.40	
029	11 SPECIAL WALL BACKFILL	CU YD	15.0000	108.800	1632.00	1632.00	
030	11 FURNISH PILE DRIVING EQUIP	LUMP SUM	15480.0000	100.000	15480.00	15480.00	
031	11 FURNISH HP 12x53 STEEL PILING	LIN FT	11.0000	839.000	9229.00 A	9229.00	
032	11 DRIVE STEEL PILES	LIN FT	1.0000	605.000	605.00	605.00	
033	11 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	25000.0000	100.000	25000.00	25000.00	
34	11 REINFORCEMENT	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
35	11 4'x65'/70' PRESTRESSED SLABS	EACH	5000.0000	12.000	60000.00	60000.00	
036	11 TWO-TUBE STEEL RAILING	LIN FT	40.0000	260.400	10416.00	10416.00	

DATE 05 22 87 PG. 01 C10142	TOTAL CONTRACT ITEMS	
	FORCE ACCOUNT	
ENGINEER OR AUDITOR		

ACT PAYMENT VOUCHER

COUNTY MALHEUR		CONTRACT NO. C10142	ESTIMATE NO. 8
HIGHWAY COUNTY ROAD (ROBBY COPELAND RD)		FEDERAL AID PROJECT NO. BROS2300015	
SECTION MALHEUR RIVER (COPELAND)BRIDGE			

A 13,050.00
B 1,950.00

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
ZATION		LUMP SUM	15000.0000	100.000	15000.00		15000.00	
ARY PROTECTION AND DIRECT TRAFFIC		LUMP SUM	500.0000	100.000	500.00		500.00	
ARY SIGNS		SQ FT	10.0000	35.000	350.00	A	350.00	
ARY BARRICADES		EACH	100.0000	7.000	700.00		700.00	
MENT IN PLACE		CU YD	4.0000	763.600	3054.40	B	3054.40	
ULLED AGGREGATE	SUBBASE	CU YD	8.0000	805.900	6447.20	B	6447.20	
OLLER		HOUR	80.0000	10.000	800.00	B	800.00	
AGGREGATE BASE		CU YD	15.0000	193.400	2901.00	B	2901.00	
RAIL TYPE 2A		LIN FT	25.0000	200.000	5000.00	B	5000.00	
RAIL TYPE 3		LIN FT	35.0000	100.000	3500.00	A	3500.00	
RAIL ANCHORS TYPE 1		EACH	400.0000	4.000	1600.00	B	1600.00	
ND PIECES TYPE C		EACH	100.0000	4.000	400.00	B	400.00	
FENCE		LIN FT	4.0000	525.000	2100.00	B	2100.00	
RIPRAP CLASS 100		CU YD	12.0000	139.600	1675.20	A	1675.20	
ATORS TYPE 4		EACH	20.0000	12.000	240.00	B	240.00	
REMOVAL WORK		LUMP SUM	12000.0000	100.000	12000.00		12000.00	
CRIBBING ETC		LUMP SUM	1500.0000	100.000	1500.00		1500.00	
URE EXCAVATION		CU YD	10.0000	199.450	1994.50		1994.40	.10
L WALL BACKFILL		CU YD	15.0000	108.800	1632.00		1632.00	
H PILE	DRIVING EQUIP	LUMP SUM	15480.0000	100.000	15480.00		15480.00	
H HP 12x53	STEEL PILING	LIN FT	11.0000	839.000	9229.00	A	9229.00	
STEEL PILES		LIN FT	1.0000	605.000	605.00		605.00	
URAL CONCRETE	CLASS 3300	LUMP SUM	25000.0000	100.000	25000.00		25000.00	
RCEMENT		LUMP SUM	4000.0000	100.000	4000.00		4000.00	
/70' PRESTRESSED	SLABS	EACH	5000.0000	12.000	60000.00		60000.00	
BE STEEL RAILING		LIN FT	40.0000	260.400	10416.00		10416.00	

PG. 01 C10142	TOTAL CONTRACT ITEMS			
	FORCE ACCOUNT			

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C10142

ESTIMATE NO. 8

FEDERAL AID PROJECT NO.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESEN
	Type Code	"D" Construction Cost					
	A Structure X080	$ 161,631.70					
	B Roadway E000	24,492.60					
		$ 186,124.30					

DATE 05 22 87 PG. 02 C10142	TOTAL CONTRACT ITEMS	186124.30	186124.20
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

ACT PAYMENT VOUCHER

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C10142

ESTIMATE NO. 8

FEDERAL AID PROJECT NO.

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT

	Type Code	"D" Construction Cost
A Structure	X080	$161,631.70
B Roadway	E000	24,492.60
		$186,124.30

PG. 02 C10142	TOTAL CONTRACT ITEMS	186124.30	186124.20	.10
	FORCE ACCOUNT			

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OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C10142 -000 MALHEUR BR SECTION
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE
EA TYPE : 10 BRIDGE REPLACEMENT
RESP UNIT: 8052 PROJECT MANAGER-8052-REGION
TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
CONTRACT AND UTILITY RELOC PYMTS					
OBJ: 300 FORMAL CONTRACTS - CONSTRUCTION, RI					100.00
EXPENDITURES BY ACTIVITY					
ACT: 010 SUPERVISION AND ADMINISTRATION			289.33		
ACT: 020 TRAINING COURSES, CONFERENCES, SEMI			177.54		
ACT: 040 MONITOR EQUAL OPPORTUNITY EMPLOYMEN			79.89		
ACT: 900 PROJECT ENGINEERING - FIELD OFFICES			13,811.86		
ACT: 901 PROJECT ENGINEERING-CONSULTANT			906.42		
ACT: 921 PREPARE SPECIFICATIONS AND ESTIMATE			128.25		
ACT: 923 ENVIRONMENTAL STUDIES			164.87		
ACT: 940 MATERIALS TESTING			3,571.57		
ACT: 964 PREPARE PERMITS FOR PROJECTS			10.55		
ACT: 980 CONDUCT/ATTEND PUBLIC HEARINGS			141.42		
TOTAL EXPENDITURES BY ACTIVITY			19,281.70		
NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL					
UNIT TITLE OBJ DESC					
0500 ACCOUNTING SECTION 136 PRINTING AND REPR			7.12		
0521 BILLINGS REVENUE 555 HIGHWAY DIVISION			22.92		
0531 DATA ENTRY 555 HIGHWAY DIVISION			2.11		
0612 STATISTICS & CASH 001 REGULAR WORK TIME			37.06		
8052 PROJECT MANAGER-80 001 REGULAR WORK TIME			141.42		
8052 PROJECT MANAGER-80 146 FREIGHT AND EXPRE			29.05		
8052 PROJECT MANAGER-80 504 ODOT - BLUEPRINT			13.44		
8213 EUGENE INSPECTION 550 RENT OF EQUIPMENT			4.60		
8215 PORTLAND GENERAL I 550 RENT OF EQUIPMENT			227.00		
TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL			484.72		
TOTAL EXPENDITURES			19,766.42		100.00
REVENUES					
843000 FEDERAL REVENUES AS OTHER FUNDS					
60 FEDERAL AID - SPECIAL BRIDGE REPLAC			14,183.76		
844010 OTHER CHARGES FOR SERVICES					

Region Eng Office

Technical services

69.21 - Accounting

415.51 - NON-[illegible]

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PAGE 13,873

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C10142 -000 MALHEUR BR SECTION
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE

EA TYPE : 10 BRIDGE REPLACEMENT
RESP UNIT: 8052 PROJECT MANAGER-8052-REGION

TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
10 COUNTY COOP/FEDERAL CO. SEC. PROJ'S			1,140.87		
TOTAL REVENUES			15,324.63		

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C10142 -001 MALHEUR RIVER BR SECTION EA TYPE : 10 BRIDGE REPLACEMENT
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE RESP UNIT: 8052 PROJECT MANAGER-8052-REGION TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
CONTRACT AND UTILITY RELOC PYMTS					
OBJ: 300 FORMAL CONTRACTS - CONSTRUCTION, RI					100.00
EXPENDITURES BY ACTIVITY					
ACT: 900 PROJECT ENGINEERING - FIELD OFFICES			59.58		
TOTAL EXPENDITURES			59.58		100.00
REVENUES					
844010 OTHER CHARGES FOR SERVICES					
10 COUNTY COOP/FEDERAL CO. SEC. PROJ'S			65.63		
TOTAL REVENUES			65.63		

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REPORT FMRP224-1                                                                                          PAGE 13,875
                                              OREGON DEPARTMENT OF TRANSPORTATION
                                                  JOB COST SUMMARY BY EA/SUBJOB
                                                      AS OF 11/30/87

02  HIGHWAY DIVISION

C10T42  -010     MALHEUR  RV  BRIDGE SECTION            EA TYPE   :   10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT: 8052  PROJECT MANAGER-8052-REGION          TOTAL:  GRAND


                                                                                       TOTAL-        PCT OF
                                                      BUDGET         CURRENT MONTH     TO-DATE       BUDGET      ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                                   100.00

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT         TITLE       OBJ        DESC
      8052 PROJECT MANAGER-80 349 INTEREST ON VENDO                                        54.25

  TOTAL EXPENDITURES                                                                       54.25                      100.00

  REVENUES

    844010  OTHER CHARGES FOR SERVICES
      10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                              48.20

  TOTAL REVENUES                                                                           48.20
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REPORT FMRP224-1                                                                                   PAGE 13,876

                                          OREGON DEPARTMENT OF TRANSPORTATION
                                            JOB COST SUMMARY BY EA/SUBJOB
                                                   AS OF 11/30/87

02  HIGHWAY DIVISION

C10142  -011      MALHEUR RIVER RRIDGE SECTION        EA TYPE  :    10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE        RESP UNIT: 8052  PROJECT MANAGER-8052-REGION          TOTAL:  GRAND

                                                                                  TOTAL-      PCT OF
                                                      BUDGET     CURRENT MONTH    TO-DATE     BUDGET     ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                             186,124.30                 9,324.45

    EXPENDITURES BY ACTIVITY
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                  61.84

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT        TITLE        OBJ        DESC
      8052 PROJECT MANAGER-80 199 DATA PROCESSING E                                 181.63

  TOTAL EXPENDITURES                                                            186,367.77                 9,324.45

  REVENUES

    843000  FEDERAL REVENUES AS OTHER FUNDS
      60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                   150,723.59

    844010  OTHER CHARGES FOR SERVICES
      10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                    15,359.13

  TOTAL REVENUES                                                                166,082.72
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                                              OREGON DEPARTMENT OF TRANSPORTATION
                                                JOB COST SUMMARY BY EA/SUBJOB
                                                      AS OF 11/30/87

02  HIGHWAY DIVISION

C10142  -        MALHEUR BR SECTION                   EA TYPE   :   10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE        RESP UNIT: 8052  PROJECT MANAGER-8052-REGION          TOTAL:  GRAND

                                                                                      TOTAL-         PCT OF
                                                      BUDGET        CURRENT MONTH     TO-DATE        BUDGET      ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                  186,124.30                     9,624.45

    EXPENDITURES BY ACTIVITY
      ACT: 010  SUPERVISION AND ADMINISTRATION                                           289.33
      ACT: 020  TRAINING COURSES, CONFERENCES, SEMI                                      177.54
      ACT: 040  MONITOR EQUAL OPPORTUNITY EMPLOYMEN                                       79.89
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                   13,933.28
      ACT: 901  PROJECT ENGINEERING-CONSULTANT                                           906.42
      ACT: 921  PREPARE SPECIFICATIONS AND ESTIMATE                                      128.25
      ACT: 923  ENVIRONMENTAL STUDIES                                                    164.87
      ACT: 940  MATERIALS TESTING                                                      3,571.57
      ACT: 964  PREPARE PERMITS FOR PROJECTS                                              10.55
      ACT: 980  CONDUCT/ATTEND PUBLIC HEARINGS                                           141.42
    TOTAL EXPENDITURES BY ACTIVITY                                                    19,403.12

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT       TITLE        OBJ      DESC
      0500 ACCOUNTING SECTION 136 PRINTING AND REPR                                        7.12
      0521 BILLINGS, REVENUE  555 HIGHWAY DIVISION                                        22.92
      0531 DATA ENTRY         555 HIGHWAY DIVISION                                         2.11
      0612 STATISTICS & CASH  001 REGULAR WORK TIME                                       37.06
      8052 PROJECT MANAGER-80 001 REGULAR WORK TIME                                      141.42
      8052 PROJECT MANAGER-80 146 FREIGHT AND EXPRE                                       29.05
      8052 PROJECT MANAGER-80 199 DATA PROCESSING E                                      181.63
      8052 PROJECT MANAGER-80 349 INTEREST ON VENDO                                       54.25
      8052 PROJECT MANAGER-80 504 ODOT - BLUEPRINT                                        13.44
      8213 EUGENE INSPECTION  550 RENT OF EQUIPMENT                                        4.60
      8215 PORTLAND GENERAL I 550 RENT OF EQUIPMENT                                      227.00
    TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                         720.60

  TOTAL EXPENDITURES                                                                 206,248.02                     9,624.45

  REVENUES

    843000  FEDERAL REVENUES AS OTHER FUNDS
      60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                        164,907.35

    844010  OTHER CHARGES FOR SERVICES
```

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C10142 - MALHEUR BR SECTION EA TYPE : 10 BRIDGE REPLACEMENT
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE RESP UNIT: 8052 PROJECT MANAGER-8052-REGION TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
10 COUNTY COOP/FEDERAL CO. SEC. PROJ'S			16,613.83		
TOTAL REVENUES			181,521.18		

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PAGE      1

                 JOB COST SUMMARY RUN ON  01-29-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 01/23/88

                                    CREW        CURRENT      BALANCE TO
EA         ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--         -------- ---------- ------        -------     ----------
C10142              001        0612                           37.06
C10142              001        8052                          141.42
C10142              136        0500                            7.12
C10142              146        8052                           29.05
C10142              199        8052                          181.63
C10142              300        8052                      186,124.30
C10142              349        8052                           54.25 —[illegible] now
C10142              504        8052                           13.44
C10142              550        8213                            4.60
C10142              550        8215                          227.00
C10142              555        0521                           22.92
C10142              555        0531                            2.11
ACTIVITY                                                               186,844.90 SUBTOTAL

C10142     010      001        0813                          122.20
C10142     010      001        0821                           65.64
C10142     010      030        0813                          101.49
ACTIVITY     010                                                          289.33 SUBTOTAL

C10142     020      001        8051                          177.54
ACTIVITY     020                                                          177.54 SUBTOTAL [illegible]

C10142     040      001        8052                           79.89
ACTIVITY     040                                                           79.89 SUBTOTAL FED

C10142     900      001        5000                          806.57
C10142     900      001        8052                       10,570.47
C10142     900      030        5000                           54.15
C10142     900      030        8052                          918.81
C10142     900      146        5100                          102.15
C10142     900      199        5013                           13.78
C10142     900      240        8052                          236.34
C10142     900      244        8052                           84.31
C10142     900      246        8052                           26.68
C10142     900      248        8052                           23.41
C10142     900      456        8052                           28.64
C10142     900      470        8052                          134.47
C10142     900      550        5000                           18.40
C10142     900      550        8052                          915.10
ACTIVITY     900                                                       13,933.28 SUBTOTAL

C10142     901      001        7000                            9.71
C10142     901      001        7420                           22.56
C10142     901      001        7450                          666.97

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      2

                  JOB COST SUMMARY RUN ON  01-29-88
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 01/23/88

                                    CREW            CURRENT      BALANCE TO
EA        ACTIVITY  OBJ-DETAIL  NUMBER            MONTH           DATE
--        --------  ----------  ------           -------      ----------
C10142    901       001         7460                              115.64
C10142    901       150         7400                                4.54
C10142    901       267         7000                               50.00
C10142    901       504         7450                                5.00
C10142    901       548         0999                               32.00
ACTIVITY    901                                                                906.42 SUBTOTAL

C10142    921       136         0500                                3.70
C10142    921       504         7200                              124.55
ACTIVITY    921                                                                128.25 SUBTOTAL

C10142    923       001         7510                              164.87
ACTIVITY    923                                                                164.87 SUBTOTAL

C10142    940       001         8213                               68.10
C10142    940       001         8214                            1,444.97
C10142    940       001         8215                               99.71
C10142    940       001         8221                              101.00
C10142    940       030         8214                              243.15
C10142    940       030         8215                               43.64
C10142    940       551         8052                              707.00
C10142    940       551         8213                               16.00
C10142    940       551         8214                              342.00
C10142    940       551         8215                              506.00
ACTIVITY    940                                                              3,571.57 SUBTOTAL

C10142    964       001         7000                               10.55
ACTIVITY    964                                                                 10.55 SUBTOTAL

C10142    980       001         8052                              141.42
ACTIVITY    980                                                                141.42 SUBTOTAL

EA          C10142 TOTAL                                                   206,248.02


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                        JOB COST SUMMARY RUN ON  01-06-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 01/01/88

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C10142   000             001        0612                                 37.06
C10142   000             001        8052                                141.42
OBJ-DETAIL 001                                                          178.48

C10142   000             136        0500                                  7.12
OBJ-DETAIL 136                                                            7.12

C10142   000             146        8052                                 29.05
OBJ-DETAIL 146                                                           29.05

C10142   000             504        8052                                 13.44
OBJ-DETAIL 504                                                           13.44

C10142   000             550        8213                                  4.60
C10142   000             550        8215                                227.00
OBJ-DETAIL 550                                                          231.60

C10142   000             555        0521                                 22.92
C10142   000             555        0531                                  2.11
OBJ-DETAIL 555                                                           25.03

ACTIVITY                                                                484.72 SUBTOTAL

C10142   000    010      001        0813                                122.20
C10142   000    010      001        0821                                 65.64
OBJ-DETAIL 001                                                          187.84

C10142   000    010      030        0813                                101.49
OBJ-DETAIL 030                                                          101.49

ACTIVITY   010                                                          289.33 SUBTOTAL

C10142   000    020      001        8051                                177.54
OBJ-DETAIL 001                                                          177.54

ACTIVITY   020                                                          177.54 SUBTOTAL

C10142   000    040      001        8052   SF                            79.89
OBJ-DETAIL 001                                                           79.89

ACTIVITY   040                                                           79.89 SUBTOTAL

C10142   000    900      001        5000                                806.57
C10142   000    900      001        8052                             10,570.47


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  01-06-88
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 01/01/88

                                             CREW    MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--          ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 001                                                             11,377.04

C10142    000      900        030          5000                                      54.15
C10142    000      900        030          8052                                     918.81
OBJ-DETAIL 030                                                                      972.96

C10142    000      900        146          5100                                       9.37
OBJ-DETAIL 146                                                                        9.37

C10142    000      900        199          5013                                      13.78
OBJ-DETAIL 199                                                                       13.78

C10142    000      900        240          8052                                     236.34
OBJ-DETAIL 240                                                                      236.34

C10142    000      900        244          8052                                      84.31
OBJ-DETAIL 244                                                                       84.31

C10142    000      900        246          8052                                      26.68
OBJ-DETAIL 246                                                                       26.68

C10142    000      900        248          8052                                      23.41
OBJ-DETAIL 248                                                                       23.41

C10142    000      900        470          8052                                     134.47
OBJ-DETAIL 470                                                                      134.47

C10142    000      900        550          5000                                      18.40
C10142    000      900        550          8052                                     915.10
OBJ-DETAIL 550                                                                      933.50

ACTIVITY   900                                                                   13,811.86 SUBTOTAL

C10142    000      901        001          7000                                       9.71
C10142    000      901        001          7420                                      22.56
C10142    000      901        001          7450                                     666.97
C10142    000      901        001          7460                                     115.64
OBJ-DETAIL 001                                                                      814.88

C10142    000      901        150          7400                                       4.54
OBJ-DETAIL 150                                                                        4.54

C10142    000      901        267          7000                                      50.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     7

                        JOB COST SUMMARY RUN ON  01-06-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 01/01/88

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 267                                                           50.00

C10142   000    901      504        7450                                  5.00
OBJ-DETAIL 504                                                            5.00

C10142   000    901      548        0999                                 32.00
OBJ-DETAIL 548                                                           32.00

ACTIVITY   901                                                          906.42 SUBTOTAL

C10142   000    921      136        0500                                  3.70
OBJ-DETAIL 136                                                            3.70

C10142   000    921      504        7200                                124.55
OBJ-DETAIL 504                                                          124.55

ACTIVITY   921                                                          128.25 SUBTOTAL

C10142   000    923      001        7510                                164.87
OBJ-DETAIL 001                                                          164.87

ACTIVITY   923                                                          164.87 SUBTOTAL

C10142   000    940      001        8213                                 68.10
C10142   000    940      001        8214                              1,444.97
C10142   000    940      001        8215                                 99.71
C10142   000    940      001        8221                                101.00
OBJ-DETAIL 001                                                        1,713.78

C10142   000    940      030        8214                                243.15
C10142   000    940      030        8215                                 43.64
OBJ-DETAIL 030                                                          286.79

C10142   000    940      551        8052                                707.00
C10142   000    940      551        8213                                 16.00
C10142   000    940      551        8214                                342.00
C10142   000    940      551        8215                                506.00
OBJ-DETAIL 551                                                        1,571.00

ACTIVITY   940                                                        3,571.57 SUBTOTAL

C10142   000    964      001        7000                                 10.55
OBJ-DETAIL 001                                                           10.55


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     8

                      JOB COST SUMMARY RUN ON  01-06-88
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 01/01/88
                                           CREW    MSA          CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD         MONTH             DATE
--          ------ -------- ---------- ------  -----         -------         ----------
ACTIVITY    964                                                                   10.55 SUBTOTAL

C10142   000      980         001          8052                                  141.42
OBJ-DETAIL 001                                                                   141.42

ACTIVITY    980                                                                  141.42 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                      19,766.42

C10142   001      900         146          5100                                   30.94
OBJ-DETAIL 146                                                                    30.94

C10142   001      900         456          8052                                   28.64
OBJ-DETAIL 456                                                                    28.64

ACTIVITY    900                                                                   59.58 SUBTOTAL

SUB-JOB     001 SUBTOTAL                                                          59.58

C10142   010                  349          8052                                   54.25
OBJ-DETAIL 349                                                                    54.25

ACTIVITY                                                                          54.25 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                          54.25

C10142   011                  199          8052                                  181.63
OBJ-DETAIL 199                                                                   181.63

C10142   011                  300          8052                              186,124.30
OBJ-DETAIL 300                                                               186,124.30

ACTIVITY                                                                     186,305.93 SUBTOTAL

C10142   011      900         146          5100                                   61.84
OBJ-DETAIL 146                                                                    61.84

ACTIVITY    900                                                                   61.84 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                     186,367.77

EA          C10142 TOTAL                                                     206,248.02


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10.142 jc cc: OSHD (Rulien)

10142

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT Sept. 17, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-2300(15)
COMPLETION DATE (Actual) July 22, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY April 28, 1987	TIME ELAPSED 96 %	CONTRACT TIME July 31, 1986

LOCATION
Malheur River (Copeland) Bridge Section of the Robby Copeland County Road about 4 miles southwest of Harper.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY. ENGR
SEP 23 '87
REFER TO Fredrickson
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

Cy 9/29

1. Description of Improvement as Programed:

   A. Construction of Bridge No. 16745.
   Length: 135 ft. Roadway width: 23.3 ft.

   B. Grading to construct roadway.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Weaver Construction Co.

3. Contract Amount: $186,124.30

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title For Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thom P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE	TITLE District Engineer	DATE 9/22/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

10,142

May 13, 1987

CON 5 - #10,142

Fidelity and Deposit
 Company of Maryland
P.O. Box 489
Portland, OR 97207

On May 6, 1987, we wrote to you concerning release of final payment on Contract No. 10,142 awarded to Weaver Construction Co. for work on the Malheur River (Copeland) Bridge Section in Malheur County.

Final payment on this contract is $2,500.10 and the total contract amount is $186,124.30. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Weaver Construction Co.
P.O. Box 428
La Grande, OR 97850

Fidelity & Deposit Company
 of Maryland
P.O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

10,142

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10142

TO: Commission Services **DATE:** April 28, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10142 ,	On Site Work Substantially Completed	July 22, 1986
All Work Completed	March 9, 1987		
Project	Malheur River (Copeland) Bridge		
Highway	County Road (Robby Copeland Road)		
County	Malheur		
Type of Work	Grading and Structure		
Contractor	Weaver Construction Company		

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-6-87 - Surety letter written.

RECEIVED
APR 30 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

```
11/08/86                                            JOB COST SUMMARY
                                          EA/ BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
                                                 PAYROLL CHARGES ARE LOADED

                                                             CREW       MSA          CUR
            EA      SUBJOB   ACTIVITY   OBJ-DETAIL          NUMBER     FIELD         MON

        C2231911     000                   001               7000
        C2231911     000                   001               7000

        C2231911     000                   001

        C2231911     000                   504               0100
        C2231911     000                   504               0100

        C2231911     000                   504               7000
        C2231911     000                   504               7000

        C2231911     000                   504               7100
        C2231911     000                   504               7100

        C2231911     000                   504               7300
        C2231911     000                   504               7300

        C2231911     000                   504               7400
        C2231911     000                   504               7400

        C2231911     000                   504               7421
        C2231911     000                   504               7421

        C2231911     000                   504               7430
        C2231911     000                   504               7430

        C2231911     000                   504               7450
        C2231911     000                   504               7450

        C2231911     000                   504               7500
        C2231911     000                   504               7500

        C2231911     000                   504

        C2231911     000

        C2231911     000        903        001               7420
        C2231911     000        903        001               7420

        C2231911     000        903        001               7421
        C2231911     000        903        001               7421

        C2231911     000        903        001               7430
        C2231911     000        903        001               7430

        C2231911     000        903        001

        C2231911     000        903
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         CREW        MSA                CURRENT                            CURRENT
TAIL    NUMBER      FIELD                MONTH                             BALANCE

         7000                                      .00                            20.09
         7000                                      .00                            20.09

                                                   .00                            20.09

         0100                                      .00                            50.30
         0100                                      .00                            50.30

         7000                                      .00                            23.40
         7000                                      .00                            23.40

         7100                                      .00                             9.00
         7100                                      .00                             9.00

         7300                                      .00                             7.65
         7300                                      .00                             7.65

         7400                                      .00                             7.20
         7400                                      .00                             7.20

         7421                                      .00                              .90
         7421                                      .00                              .90

         7430                                      .00                            64.05
         7430                                      .00                            64.05

         7450                                      .00                              .90
         7450                                      .00                              .90

         7500                                      .00                             1.80
         7500                                      .00                             1.80

                                                   .00                           165.20

                                                   .00                           185.29

         7420                                      .00                            21.48
         7420                                      .00                            21.48

         7421                                      .00                           148.72
         7421                                      .00                           148.72

         7430                                      .00                           603.14
         7430                                      .00                           603.14

                                                   .00                           773.34

                                                   .00                           773.34
```

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11/08/86                                            JOB COST SUMMARY
                                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                             PAYROLL CHARGES ARE LOADED

                                                             CREW        MSA          CURR
              EA       SUBJOB   ACTIVITY   OBJ-DETAIL       NUMBER      FIELD          MON

          C2231911      000       905         001            7320
          C2231911      000       905         001            7320

          C2231911      000       905         001            7363
          C2231911      000       905         001            7363

          C2231911      000       905         001            7364
          C2231911      000       905         001            7364

          C2231911      000       905         001

          C2231911      000       905         130            7300
          C2231911      000       905         130            7300

          C2231911      000       905         130

          C2231911      000       905         504            0100
          C2231911      000       905         504            0100

          C2231911      000       905         504

          C2231911      000       905

          C2231911      000       906         001            7320
          C2231911      000       906         001            7320

          C2231911      000       906         001

          C2231911      000       906

          C2231911      000       920         001            0600
          C2231911      000       920         001            0600

          C2231911      000       920         001            0631
          C2231911      000       920         001            0631

          C2231911      000       920         001

          C2231911      000       920

          C2231911      000       921         001            7000
          C2231911      000       921         001            7000

          C2231911      000       921         001            7200
          C2231911      000       921         001            7200

          C2231911      000       921         001

          C2231911      000       921         030            7200
```

JOB COST SUMMARY
EA, OBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7320		.00	44.44
	7320		.00	44.44
	7363		.00	141.91
	7363		.00	141.91
	7364		.00	48.36
	7364		.00	48.36
			.00	234.71
	7300		.00	4.50
	7300		.00	4.50
			.00	4.50
	0100		.00	9.45
	0100		.00	9.45
			.00	9.45
			.00	248.66
	7320		.00	29.15
	7320		.00	29.15
			.00	29.15
			.00	29.15
	0600		.00	18.53
	0600		.00	18.53
	0631		.00	64.43
	0631		.00	64.43
			.00	82.96
			.00	82.96
	7000		.00	9.24
	7000		.00	9.24
	7200		.00	1,290.09
	7200		.00	1,290.09
			.00	1,299.33
	7200		.00	.00

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11/08/86                                                          JOB COST SUMMARY
                                                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
                                                                PAYROLL CHARGES ARE LOADED

                                                             CREW        MSA             C
         EA        SUBJOB    ACTIVITY   OBJ-DETAIL          NUMBER      FIELD

      C2231911      000        921         030               7200

      C2231911      000        921         030

      C2231911      000        921         136               0500
      C2231911      000        921         136               0500

      C2231911      000        921         136

      C2231911      000        921         501               0100
      C2231911      000        921         501               0100

      C2231911      000        921         501

      C2231911      000        921         504               7200
      C2231911      000        921         504               7200

      C2231911      000        921         504

      C2231911      000        921

      C2231911      000        923         001               7430
      C2231911      000        923         001               7430

      C2231911      000        923         001               7530
      C2231911      000        923         001               7530

      C2231911      000        923         001

      C2231911      000        923

      C2231911      000        927         001               7430
      C2231911      000        927         001               7430

      C2231911      000        927         001               7450
      C2231911      000        927         001               7450

      C2231911      000        927         001               7460
      C2231911      000        927         001               7460

      C2231911      000        927         001

      C2231911      000        927         150               7400
      C2231911      000        927         150               7400

      C2231911      000        927         150

      C2231911      000        927         504               0100
      C2231911      000        927         504               0100
```

JOB COST SUMMARY
JBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7200		.00	.00
			.00	.00
	0500		.00	407.02
	0500		.00	407.02
			.00	407.02
	0100		.00	114.00
	0100		.00	114.00
			.00	114.00
	7200		.00	178.35
	7200		.00	178.35
			.00	178.35
			.00	1,998.70
	7430		.00	1,217.13
	7430		.00	1,217.13
	7530		.00	39.12
	7530		.00	39.12
			.00	1,256.25
			.00	1,256.25
	7430		.00	1,519.72
	7430		.00	1,519.72
	7450		.00	115.16
	7450		.00	115.16
	7460		.00	1,271.51
	7460		.00	1,271.51
			.00	2,906.39
	7400		.00	13.06
	7400		.00	13.06
			.00	13.06
	0100		.00	64.50
	0100		.00	64.50

```
11/08/86                                                         JOB COST SUMMARY
                                                   EA  JBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                          PAYROLL CHARGES ARE LOADED

                                                                   CREW        MSA         C
             EA        SUBJOB     ACTIVITY    OBJ-DETAIL         NUMBER      FIELD

         C2231911       000         927          504

         C2231911       000         927

         C2231911       000         963          504             0100
         C2231911       000         963          504             0100

         C2231911       000         963          504

         C2231911       000         963

         C2231911       000         964          001             7000
         C2231911       000         964          001             7000

         C2231911       000         964          001

         C2231911       000         964          504             0100
         C2231911       000         964          504             0100

         C2231911       000         964          504

         C2231911       000         964

         C2231911       000

         C2231911       001                      189             7400
         C2231911       001                      189             7400

         C2231911       001                      189

         C2231911       001

         C2231911       001         903          189             7400
         C2231911       001         903          189             7400

         C2231911       001         903          189

         C2231911       001         903

         C2231911       001

         C2231911       011                      194             0100
         C2231911       011                      194             0100

         C2231911       011                      194             7400
         C2231911       011                      194             7400

         C2231911       011                      194
```

```
        JOB COST SUMMARY
JBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED

         CREW        MSA            CURRENT                    CURRENT
TAIL    NUMBER      FIELD            MONTH                     BALANCE

                                             .00                     64.50

                                             .00                  2,983.95

         0100                                .00                      9.00
         0100                                .00                      9.00

                                             .00                      9.00

                                             .00                      9.00

         7000                                .00                     24.94
         7000                                .00                     24.94

                                             .00                     24.94

         0100                                .00                     23.40
         0100                                .00                     23.40

                                             .00                     23.40

                                             .00                     48.34

                                             .00                  7,615.64

         7400                                .00                    114.07
         7400                                .00                    114.07

                                             .00                    114.07

                                             .00                    114.07   / 927

         7400                                .00                     63.37
         7400                                .00                     63.37

                                             .00                     63.37

                                             .00                     63.37     927

                                             .00                    177.44

         0100                                .00                    153.59
         0100                                .00                    153.59

         7400                                .00                    139.25
         7400                                .00                    139.25

                                             .00                    292.84
```

```
11/08/86                                                          JOB COST SUMMARY
                                                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                              PAYROLL CHARGES ARE LOADED

                                                                  CREW         MSA
                    EA        SUBJOB    ACTIVITY    OBJ-DETAIL    NUMBER       FIELD

                 C2231911      011                     199         0100
                 C2231911      011                     199         0100

                 C2231911      011                     199         0530
                 C2231911      011                     199         0530

                 C2231911      011                     199         7400
                 C2231911      011                     199         7400

                 C2231911      011                     199

                 C2231911      011

                 C2231911      011

                 C2231911
```

```
         JOB COST SUMMARY                                                           PAGE      57
 UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
    PAYROLL CHARGES ARE LOADED

         CREW        MSA               CURRENT                      CURRENT
ETAIL   NUMBER      FIELD               MONTH                       BALANCE

         0100                                      .00                          .00
         0100                                      .00                          .00

         0530                                      .00                       141.82
         0530                                      .00                       141.82

         7400                                      .00                          .00
         7400                                      .00                          .00

                                                   .00                       141.82

                                                   .00                       434.66

                                                   .00                       434.66

                                                   .00                     8,227.74
```

10

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: H. E. Shaw
Project Manager

DATE: October 28, 1986

FROM: Wayne Cobine
Wayne F. Cobine
Final Design Engineer

SUBJECT: Malheur River (Copeland) Bridge
County Road (Robby-Copeland Road)
Malheur County

I have read through your Narrative Report on the subject project and have the following comments:

Under "Problems", Item 4, you indicated that the 3/4"-0 aggregate base as shoulder material is not satisfactory for the use intended. You recommended or suggested a specification that requires more fines so as to resist raveling and displacement.

If you have a specification or grading requirement that satisfies your concerns and would be acceptable to the County, please let us know.

WFC:ja

cc Duane Christensen
Ted Litchfield
Bill Quinn
Chuck Fredrickson
Bob Hector

REFERRED TO
____ Edwards ____ Cyme ____ Henry
____ Dayton [✓ FE Erikson] ____ Marks
____ Baker ____ Anderson ____
____ King ____ Greenberg ____ Lee
[✓ Answer] Discuss Do File Due ____
By FINAL DESIGN ENGINEER

81-125-1307

10,142

5

OR-GINAL

U.S. DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRATION

[illegible]

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BROS-2300(10)
PROGRAM APPROVED	**VOUCHER PERIOD** **From:** 10/19/84 **To:** 10/29/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
29,595.89	29,412.20	80%	23,529.76	23,529.76	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______________ 10/10/86

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______________

Amount Approved $ ______________

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	MALHEUR RIVER COPELAND BRIDGE MALHEUR COUNTY ROAD					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$29,412.20	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			$ 183.63	/
	TOTAL PROJECT COST				**$29,595.83**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
WILLOW CR(TOMASELLO) BR	CONT NO	FA PROJ NOS BROS2300009 100						STATE
	~~223~~	~~1910~~	~~296~~	~~00 N 9~~	~~2,211.74CR~~	~~11,225.74CR~~	~~11,225.74CR~~	
	~~223~~	~~1910~~	~~298~~	~~00 N 9~~	~~2,211.74~~	~~11,225.74~~	~~11,225.74~~	
	223	1910	901	00 P 1	10.90CR	3,568.33	3,568.33	
	223	1910	901	00 N 1		6.00	6.00	
	223	1910	905	00 P 1	62.88	2,912.95	2,912.95	927
	223	1910	906	00 P 1		8.10	~~8.10~~	
	223	1910	914	00 P 1	.94CR	208.01	208.01	
	223	1910	918	00 P 1	10.00	462.81	462.81	
	223	1910	920	00 P 1	.19CR	40.21	40.21	
	223	1910	922	00 P 1	119.50	166.45	166.45	
	223	1910	926	00 P 1	26.56	4,028.89	4,028.89	
	223	1910	927	00 P 1	1,091.12	2,576.09	2,576.09	
	223	1910	933	00 P 1	.32CR	70.41	70.41	
	223	1910	937	00 P 1	8.03	1,295.67	1,295.67	
			TOT	P1	1,305.74	15,337.92	15,337.92	
			TOT	N1		6.00	6.00	
			** JOB TOTALS **		1,305.74 **	15,343.92 **	15,343.92 **	
MALHEUR RIV(COPELAND) BR	CONT NO	FA PROJ NOS BROS2300010 100						STATE
	~~223~~	~~1911~~	~~296~~	~~00 N 9~~	~~5,272.71CR~~	~~12,220.04CR~~	~~12,220.04CR~~	
	~~223~~	~~1911~~	~~298~~	~~00 N 9~~	~~5,272.71~~	~~12,220.04~~	~~12,220.04~~	
	223	1911	901	00 P 1	12.90CR	4,362.55	4,362.55	
	223	1911	901	00 N 1		6.25	6.25	
	223	1911	905	00 P 1	964.00	2,451.81	2,451.81	
	223	1911	906	00 P 1		8.10	8.10	To 927
	223	1911	918	00 P 1	3.37CR	755.92	755.92	
	223	1911	921	00 P 1	308.73	308.73	308.73	→ 929
	223	1911	922	00 P 1	13.97	63.54	63.54	
	223	1911	926	00 P 1	1,197.56	4,885.23	4,885.23	
	223	1911	927	00 P 1	3,498.09	5,182.08	5,182.08	
	223	1911	933	00 P 1	1.45CR	321.31	321.31	
	223	1911	937	00 P 1	122.22	3,022.63	3,022.63	
			TOT	P1	6,086.85	21,361.90	21,361.90	
			TOT	N1		6.25	6.25	
			** JOB TOTALS **		6,086.85 **	21,368.15 **	21,368.15 **	
WILLOW CR (ROE'N)B#45C108	CONT NO	FA PROJ NOS BROS2300011 100						STATE
	223	1915	296	00 N 9	3,135.39CR	11,892.13CR	11,892.13CR	
	223	1915	298	00 N 9	3,135.39	11,892.13	11,892.13	
	223	1915	901	00 P 1	7.90	4,237.85	4,237.85	
	223	1915	901	00 N 1		72.91	72.91	
	223	1915	905	00 P 1	1,046.83	3,894.84	3,894.84	
	223	1915	906	00 P 1	430.78	438.88	438.88	
	223	1915	914	00 P 1	.63CR	138.68	138.68	
	223	1915	918	00 P 1	5.19CR	1,166.46	1,166.46	

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-2300-005									
F01668									
AGREEMENT TOTALS	58,155.97	46,517.02	58,146.28	80.00	46,517.02	46,517.02	.00		.00
FED PROJ TOTALS	58,155.97	46,517.02	58,146.28		46,517.02	46,517.02	.00		.00
FEDERAL PROJECT: BROS-2300-009									
F01664									
C2231910-000	3,508.38	341.86	3,508.38						
C2231910-001	3.73	.00	.00						
C2231910-010	6.00	.00	.00						
C2231910-011	15,433.18	14,811.39	15,433.18						
AGREEMENT TOTALS	18,951.29	15,153.25	18,941.56	80.00	24,000.00	15,153.25	.00		.00
FED PROJ TOTALS	18,951.29	15,153.25	18,941.56		24,000.00	15,153.25	.00		.00
FEDERAL PROJECT: BROS-2300-010									
F01665									
C2231911-000	7,615.64	1,176.87	7,615.64						
C2231911-001	177.44	.00	.00						
C2231911-010	6.25	.00	.00						
C2231911-011	21,796.56	22,352.89	21,796.56						
AGREEMENT TOTALS	29,595.89	23,529.76	29,412.20	80.00	23,529.76	23,529.76	.00		.00
FED PROJ TOTALS	29,595.89	23,529.76	29,412.20		23,529.76	23,529.76	.00		.00
FEDERAL PROJECT: BROS-2300-015									
F03853									
C10142 -000	18,239.95	14,067.82	18,239.95						
C10142 -001	30.94	.00	.00						
C10142 -011	186,367.67	149,593.54	186,367.67						
AGREEMENT TOTALS	204,638.56	163,661.36	204,607.62	80.00	171,767.00	163,686.10	.00		24.74
FED PROJ TOTALS	204,638.56	163,661.36	204,607.62		171,767.00	163,686.10	.00		24.74
FEDERAL PROJECT: BROS-2400-005									
F04308									

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PAGE     3

                 JOB COST SUMMARY RUN ON  01-29-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 01/23/88

                              CREW        CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--       -------- ---------- ------       -------      ----------
C2231911                     0100                       21,368.15 ***
C2231911          001        7000                           20.09
C2231911          189        7400                          114.07
C2231911          194        0100                          153.59
C2231911          194        7400                          139.25
C2231911          199        0100
C2231911          199        0530                          141.82
C2231911          199        7400
C2231911          504        0100                           50.30
C2231911          504        7000                           23.40
C2231911          504        7100                            9.00
C2231911          504        7300                            7.65
C2231911          504        7400                            7.20
C2231911          504        7421                             .90
C2231911          504        7430                           64.05
C2231911          504        7450                             .90
C2231911          504        7500                            1.80
ACTIVITY                                                             22,102.17 SUBTOTAL

C2231911 903      001        7420                           21.48
C2231911 903      001        7421                          148.72
C2231911 903      001        7430                          603.14
C2231911 903      189        7400                           63.37
ACTIVITY   903                                                          836.71 SUBTOTAL

C2231911 905      001        7320                           44.44
C2231911 905      001        7363                          141.91
C2231911 905      001        7364                           48.36
C2231911 905      130        7300                            4.50
C2231911 905      504        0100                            9.45
ACTIVITY   905                                                          248.66 SUBTOTAL

C2231911 906      001        7320                           29.15
ACTIVITY   906                                                           29.15 SUBTOTAL

C2231911 920      001        0600                           18.53
C2231911 920      001        0631                           64.43
ACTIVITY   920                                                           82.96 SUBTOTAL

C2231911 921      001        7000                            9.24
C2231911 921      001        7200                        1,290.09
C2231911 921      030        7200
C2231911 921      136        0500                          407.02
C2231911 921      501        0100                          114.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                 JOB COST SUMMARY RUN ON  01-29-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 01/23/88

                                  CREW        CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER       MONTH         DATE
--       -------- ---------- ------      -------      ----------
C2231911 921      504        7200                         178.35
ACTIVITY   921                                                        1,998.70 SUBTOTAL

C2231911 923      001        7430                       1,217.13
C2231911 923      001        7530                          39.12
ACTIVITY   923                                                        1,256.25 SUBTOTAL

C2231911 927      001        7430                       1,519.72
C2231911 927      001        7450                         115.16
C2231911 927      001        7460                       1,271.51
C2231911 927      150        7400                          13.06
C2231911 927      504        0100                          64.50
ACTIVITY   927                                                        2,983.95 SUBTOTAL  — 927- 4447.03

C2231911 963      504        0100                           9.00
ACTIVITY   963                                                            9.00 SUBTOTAL

C2231911 964      001        7000                          24.94
C2231911 964      504        0100                          23.40
ACTIVITY   964                                                           48.34 SUBTOTAL

EA         C2231911 TOTAL                                            29,595.89

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Malheur River (Copeland) Bridge

WEEK ENDING: Sept. 20, 1986

SECTION PREFIX: C10142

HIGHWAY: (Robby Copeland Rd)

COUNTY: Malheur

NAME OF JOB:

KIND OF WORK: Grading and Structure

CONTRACTOR: Weaver Construction Co.

CONTRACT NUMBER: 10142

FEDERAL AID PROJECT NUMBER: BROS-2300(15)

DATE OF CONTRACT: November 26, 1985

DATE WORK STARTED: Jan. 2, 1986

ESTIMATED COMPLETION DATE: June 20, 1986

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 247

WORK DAYS USED

CALENDAR DAYS USED 238

PROJECT AUTHORIZATION: $ 214,710

SPECIFIED COMPLETION DATE: July 31, 1986

PERCENT OF TIME ELAPSED: 96

EXCLUSIVE OF ENGINEERING: $ 197,684

ENGINEERING AUTHORIZATION $ 17,026

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 188.314

ENGINEERING COST TO DATE $ 18,287

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 5 %

PERCENT OF AUTHORIZATION . . . . . 107 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			
MILES PARTIALLY COMPLETED	0.0	0.0			
MILES COMPLETED	0.1	0.1			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,178cy	880cy			
TOTAL QUANTITIES CORRECTED TO DATE	805cy	999cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	805cy	999cy			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16745							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15		0		
TUESDAY 16		0		
WEDNESDAY 17		0		
THURSDAY 18		0		
FRIDAY 19		0		F
SATURDAY 20		0		

CONTR. NO: 10142 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: Sept., 20, 1986

14 SUNDAY	No activity.
15 MONDAY	No activity.
16 TUESDAY	No activity
17 WEDNESDAY	No activity
18 THURSDAY	No activity
19 FRIDAY	No activity
20 SATURDAY	No activity

REMARKS

Semifinal submitted to Region Office Thursday, September 18, 1986.

FINAL REPORT

SIGNED Ken Hilton Herbert E. Shaw, Proj. Mgr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

December 17, 1985

CON 5 - 10,142

Weaver Construction Co.
P. O. Box 428
La Grande, OR 97850

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,142 for work on the Malheur River (Copeland) Bridge Section of Robby Copeland Road in Malheur County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Fidelity and Deposit Co.
of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Herbert Shaw

General Contractors
Ph. (503) 963-5226

WEAVER
CONSTRUCTION
COMPANY

P. O. Box 428
La Grande, Oregon 97850

Nov. 22, 1985

Office of Commission Services
State Transportation Bldg. - Rm. 121
Salem, OR. 97310

RE: DBE Documentation
Malheur River (Copeland Bridge)

Dear Sir:

In accordance with the supplemental contract provisions regarding disadvantaged business enterprises, we submit the following. To comply with the assigned contract goal, we will subcontract to:

Pacific Northwest Guardrail
3904 N.E. Union Ave.
Portland, OR. 97212

ITEM	QUANTITY	UNIT PRICE	TOTAL
1.	All	L.S.	3000.00
9.	200 L.F.	12.50	2500.00
10.	100 L.F.	25.00	2500.00
11.	4 ea.	345.00	1380.00
12.	4 ea.	90.00	360.00
15.	12 ea.	12.00	144.00
	Subcontract Total		$9884.00

Sincerely,

Weaver Construction Co.

James A. Weaver, Pres.

cc Thomas Jones

RECEIVED
NOV [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

An Equal Opportunity Employer

TO BE COMPLETED BY FHWA 12 82	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY MALHEUR PROJECT NO. BROS-2300(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Malheur River (Copeland) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-30-85	0.108

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 214,709.00	$ 171,767.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~XX~~ FOR: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator DEC 12 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 6, 1985

FEDERAL AID PROJECT NO. BROS-2300(15)

MALHEUR RIVER (COPELAND) BRIDGE SECTION
COUNTY ROAD
MALHEUR COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
MALHEUR RIVER (COPELAND) BR. (NO. 16745)(Sta. 11+40 to Sta. 12+75)

Mobilization	(87%)	All Required		$ 13,050.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	20	10.00	200.00
Temporary Barricades	Each	7	100.00	700.00
Bridge Removal Work	Lump Sum	All	Lump Sum	12,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	1,500.00
Structure Excavation	Cu. Yd.	163	10.00	1,630.00
Structure Excavation Below Elevations Shown	Cu. Yd.	16	15.00	240.00
Special Wall Backfill	Cu. Yd.	124	15.00	1,860.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	15,480.00
Furnish HP 12x53 Steel Piling	Lin. Ft.	936	11.00	10,296.00
Drive Steel Piles	Lin. Ft.	648	1.00	648.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	25,000.00
Reinforcement	Lump Sum	All	Lump Sum	4,000.00
4'x65'/70' Prestressed Slabs	Each	12	5,000.00	60,000.00
Two Tube Steel Railing	Lin. Ft.	260	40.00	10,400.00
Guard Rail, Type 3	Lin. Ft.	100	35.00	3,500.00
Loose Riprap, Class 100	Cu. Yd.	60	12.00	720.00
				$161,724.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 808.62
	SUBTOTAL	$162,532.62
	Engineering	21,941.38
	TOTAL	$184,474.00

TYPE CODE E000
ROADWAY (Sta. 10+30 to Sta. 11+40 and Sta. 12+75 to Sta. 16+00)

Mobilization	(13%)	All Required	$ 1,950.00

Embankment in Place	Cu. Yd.	1,178	4.00	4,712.00
Grid-Rolled Aggregate Subbase	Cu. Yd.	670	8.00	5,360.00
Grid Roller	Hour	16	80.00	1,280.00
3/4"-0 Aggregate Base	Cu. Yd.	210	15.00	3,150.00
Guard Rail, Type 2A	Lin. Ft.	200	25.00	5,000.00
Guard Rail Anchors, Type 1	Each	4	400.00	1,600.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fence	Lin. Ft.	455	4.00	1,820.00
Delineators, Type 4	Each	12	20.00	240.00
				$ 25,512.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 127.56
Roadside Seeding and Mulching	All Required	1,000.00
		$ 1,127.56
	SUBTOTAL	$ 26,639.56
	Engineering	3,595.44
	TOTAL	$ 30,235.00

Length of Structure ------------------- 0.026 miles
Length of Roadway --------------------- 0.082 miles
Length of Project 0.108 miles

Cost of Roadway Per Mile -------------- $368,719.51

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Structure	$184,474.00	$147,579.00	$18,447.50	$18,447.50
Roadway	30,235.00	24,188.00	3,023.50	3,023.50
TOTAL	$214,709.00	$171,767.00	$21,471.00	$21,471.00

Group 010: 0%; Group 011: 100%
Contract No. 10,142
Prefix: C223-1911 (PE)
Prefix: C10142 (Const.)

Appn Code: 114

DRH:pf

November 26, 1985

PRO

The Honorable Maxwell T. Lieurance
Judge, Malheur County Court
Courthouse - Drawer C
251 B Street West
Vale, OR 97918

Subject: Malheur River (Copeland) Bridge
Project No. BROS-2300(15)
Malheur County

Dear Judge Lieurance:

On November 21, 1985 the State Highway Division received a satisfactory bid from Weaver Construction Company, P.O. Box 428, LaGrande, Oregon 97850 on the subject project. This project is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8229 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

Contractors Bid	$187,236.00
Anticipated Items	1,936.00
Subtotal	$189,172.00
Contingencies (4-1/2%)	8,512.75
Engineering (9%)	17,025.75
Total Construction Cost	$214,710.43
Less Federal Funds (80%)	(171,768.00)
Less State Share 1/2 Balance	(21,471.22)
Less Counties 65% Advance Deposit	(16,100.00)
County's Remaining Balance Due	$ 5,371.21
County's Share & Advance Deposit	$ 5,400.00

ck.
Received
12-9-85
MICS

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $5,400 by December 13, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Encl.
bcc w/AD #85-137: Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-137 when advance deposit is received.
Gary Potter
Don Trout

[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION

DES

TO: Memo To The File

DATE: October 22, 1985

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: HBR Off-System Projects

[illegible]

I talked with Dale Wilken this morning after the Commission Meeting regarding the two HBR off-system projects which had to be removed from the October 24, 1985 Bid Opening because the counties did not come up with the amount of money needed to finance approach work which exceeds 10% of the structure cost.

Dale advised me that they were not going to hold us to the 10% maximum HBR participation for approach work on off-system projects. He has also advised me that this matter would be discussed with Larry Rulien within the next few days, along with other items that were discussed at the FHWA meeting in Seattle.

The two projects that were deferred are Malheur River (Copeland) Bridge #16745 and Ladd Creek (Hot Lake North) Bridge #61C02. These two projects should be rescheduled for the November 21, 1985 Bid Opening and the Program Section should reapply to the FHWA for full HBR funding.

cc: Larry Rulien
Walt Hart
Duane Christensen
Gary Potter
Bob Hector
Dale Wilken

81-125-1387

10/18/85

Note:

Made recommendation to County Court the scheduled bid opening (10/24/85) be delayed until later date in event we were able to arrive at a solution for Off-System Projects.

This project would result in $9,000 non-participating funds based on Est. Cost. The County may have to re-evaluate HBR Program unless the 10% limitation can be resolved.

Roger

b

CON [illegible]
Malheur
R.
Copeland

The County of Malheur
Office of the County Court
COURTHOUSE
[503] 473-3123
P.O. BOX 130
VALE, OREGON 97918

October 16, 1985

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA OCT 18 1985 ☐
RECEIVED
REGION 5 OFFICE

Roger C. Lang
Region 5 Federal Aid Specialist
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Re: Malheur River (Copeland) Br.
Project No. BROS-2300(15)
Malheur County

Dear Roger:

Pursuant to our telephone conversation yesterday, October 15th, in which you advised the Court that federal highway changes in funding projects such as the Malheur River (Copeland) bridge could conceivably result in additional cost to the County, we request that the contract award be delayed until we receive more clarification. Based on the information you gave us it appears that unless a different funding structure is being contemplated we could have some difficulty in our bridge replacement program.

We do not want to jeopardize this particular project and hopefully can proceed with minimum delay once the issue is resolved.

Sincerely,

MALHEUR COUNTY COURT

Maxwell T. Lieurance

Maxwell T. Lieurance
Malheur County Judge

cc: Michael K. Shultz

MTL:lp

cy: Larry Julian ✓
Gary Potter
W.J. Hart
Don Harwell 10/18/85 f
Herb Shaw

RECEIVED
STATE HWY ENGR
OCT 21 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

H

jc

[illegible]

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2300(15)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Malheur

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50025

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign		File

7. DATE AUTHORIZATION EFFECTIVE October 2, 1985
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Malheur River (Copeland) Br Section BR # 45C150615C00217

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-30-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $275,000; Federal Funds $220,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9-23-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 10/8/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 7, 1985

PRO

The Honorable Maxwell T. Lieurance
Judge, Malheur County Court
Courthouse-Drawer C
251 B Street West
Vale, OR 97918

Dear Judge Lieurance:

SUBJECT: Malheur River (Copeland) Br.
Project No. BROS-2300(15)
Malheur County

On October 24, 1985 bids will be taken by the State Highway Division on the subject project. This project is a Highway Bridge Replacement (HBR) Project and as per our Agreement No. 8229 and our Local Government Agreement the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$248,000
Less Federal Funds (80%)	(198,400)
Less State Share 1/2 Balance	(24,800)
65% OF COUNTY'S SHARE OF ADVANCE DEPOSIT	$ 16,100

We will award the contract when we receive your advance deposit in the amount of $16,100 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

CK
RECEIVED
11/35/86

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachments

bcc w/AD #85-115: Roger Lang, Region 5
Vern Skoog-Please return completed AD #85-115 when advance deposit is received.
Gary A. Potter
Donald L. Trout

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

PROJECT NO.	SECTION	TEC ($)	FF ($)
BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

Section *Malheur River (Copeland) Bridge Sec.* Programming Estimate $ *262,000*
Highway *County Road (Robby Copeland Rd.)* Project Length *0.10 Mi.*
County *Malheur* Completion Time ______
Kind of Work *Grading and Structure* Est. Comp. Date *Not later than July 31, 1986*
Prefix *223-1911* Letting Date *October 24, 1985* Project No. *BROS-2300(15)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Revised 7-16-85 *7-30-85*
Revised ~~7-19-85~~ ~~7-22-85~~

		Alternate "A"	*Alternate "B"*
Estimated Contract Amount		$ ~~214,257.00~~	~~219,278.00~~
		~~214,692~~ –	~~218,898~~ –
		215,652.00	219,858.00
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping			
Temporary Pavement Striping			
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished ______			
Roadside Seeding & Mulching	1,000.00	$ 1,000	1,000
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			936.06
Bikeway Striping & Legend		1078.26	1099.29
EEO/Labor Compliance Monitoring		~~1073.46~~ ~~1071.29~~	~~1094.44~~ ~~1092.32~~
Adjust Utilities:			
Subtotal		$ 217,730.26	221,957.29
Contingencies (4-1/2%)		9,797.86	9,988.08
Engineering (8, [✓ 9], 10%)		19,595.72	19,976.16
Subtotal		$ 247,123.84	251,921.53
Credit for ______			
Estimated Net Authorization, Construction		$ 247,123.84	251,921.53

APPROVED
Duane O. Christensen
Road Design Engineer

7/31/85
8:40 A

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge		COUNTY Malheur		SHEET 1 OF 3
KIND OF WORK Grading & Structure	KEY NUMBER	LENGTH .10 Mi	DATE 5-31-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7/10/85 MLW THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 8/22/85					
	Mobilization					20,000^{00}
	Temporary Protection and Direction of Traffic		All	All		1,500-
	Temporary Signs		Sq.Ft.	20	8-	160-
	Temporary Barricades		Each	7	70-	490-
	ROADWORK					
	Removal of Structures and Obstructions			All		0
	Embankment in Place		Cu.Yd.	1178	6-	7,068^{00}
	Grid-Rolled Aggregate Subbase ~~Pit Run Aggregate Base~~		Cu.yd.	670	10-	6,700^{00}
	Grid Roller		Hour	16	60-	960^{00}
	3/4"-0 Aggregate Base		Cu.yd.	210	16-	3,360^{00}
	Guard Rail, Type 2A		Lin.Ft.	200	20-	4,000^{00}
	Guard Rail, Type 3		Lin.Ft.	100	30-	3,000^{00}
	Guard Rail Anchors, Type 1		Each	4	350-	1,400^{00}
	Rail End Pieces, Type C		Each	4	100-	400^{00}
	Type 1 Fence		Lin Ft	455	3-	1,365^{00}
	Loose Riprap, Class 100		Cu.Yd.	60	30-	1,800^{00}
	Delineators, Type 4		Each	12	15-	180^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge Sec.		COUNTY Malheur		SHEET 2 OF 3
KIND OF WORK Grading and Structure	KEY NUMBER	LENGTH .10 Mi	DATE 6-3-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	^ Bridge No. 16745 ^					
	^ Alternate A ^					
	Bridge Removal Work		All	All		11,700-
	Shoring, Cribbing, Etc.		All	All		15,000-
	Structure Excavation		Cu.yd.	450 ~~404~~	11-	4,950- ~~4,444~~-
	Structure Excavation Below Elevations Shown		Cu.yd.	45 ~~40~~	12-	540 ~~480~~-
	Special Wall Backfill		Cu.yd.	189 ~~170~~	13-	2,457- 2,210-
	Structural Concrete, Class 3300		All	All		36,720-
	Reinforcement		All	All		6,182-
	4'×65'/70' Prestressed Slabs		Each	12	6,320-	75,840-
	Two Tube Steel Railing		Lin. Ft.	260 ~~270~~	38-	9,880- ~~10,260~~-
						~~$214,259~~ ✓
			Revised 7-19-85			~~214,692~~
	^ Alternate B ^		Revised 7-30-85			215652-
	Bridge Removal Work		All	All		11,700-
	Shoring, Cribbing, Etc.		All	All		5,000-
	Structure Excavation		Cu.yd.	163	11-	1,793-
	Structure Excavation Below Elevations Shown		Cu.yd.	16	12-	192-

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: Malheur River (Copeland) Bridge
REFERENCE NAME/PHONE:
COUNTY: Malheur
SHEET: 3 OF 3
KIND OF WORK: Grading & Structure
KEY NUMBER:
LENGTH: .10 Mi.
DATE:
NAME:

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Special Wall Backfill		Cu.yd.	124	13-	1,612-
	Furnish Pile Driving Equipment		All	All		17,000-
	Furnish HP 12x53 Steel Piling		Lin.Ft.	936	17^{50}	16,380-
	Drive Steel Piles		Lin.Ft.	648 ~~772~~	1^{50}	972 ~~1,158-~~
	Structural Concrete, Class 3300		All	All		23,760-
	Reinforcement		All	All		3,346-
	4' x 65'/70' Prestressed Slabs		Each	12	6,320-	75,840-
	Two Tube Steel Railing		Lin.Ft.	260 ~~270~~	38-	9,880- ~~10,260-~~
						$219,464^{00}
		Revised	7-16-85			~~219,278~~^{00}
		Revised	7-19-85			~~218,898-~~
		Revised	7-22-85			~~″~~
		Revised	7-30-85			219,859-

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 29, 1985
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BROS 2300(15)
Malheur River (Copeland) Bridge
Malheur County

We have briefly reviewed the plans submittedby Mr. Kamadoli dated July 9, 1985 for the subject project. We are concerned about the embedment of Bent 2. Foundation material at the footing elevation (Elev. 81) could be relatively soft because of its location in the middle of the stream and stream and pier scour might undermine the pier. Please determine the scour depth and assure yourself that the footing has sufficient embedment.

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (Walter Hart, Br)

7/31 To Walt Hart Handle.

[redacted]

RECEIVED
STATE HWY ENGR
JUL 30 '85
REFER TO
Walter
FOR

Info	[illegible]	R/D	C/R	Sign	Act	File
					X	

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2023
Malheur Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-2300 (10) Prefix 223-1911

Project Name Malheur River (Copeland) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG [illegible] 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 23rd day of July, 1985

County of Malheur

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 7-31-85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

Section *Malheur River (Copeland) Bridge Sec.* Programming Estimate $ *262,000*
Highway *County Road (Bobby Copeland Rd.)* Project Length *0.10 Mi.*
County *Malheur* Completion Time ______
Kind of Work *Grading and Structure* Est. Comp. Date *Not later than March 31, 1986*
Prefix *223-1911* Letting Date *August 22, 1985* Project No. *BROS-2300(15)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Revised 7-16-85
Revised ~~7-19-85~~ 7-22-85

		Alternate "A"	Alternate "B"
Estimated Contract Amount		$ ~~$214,259^{00}$~~ 214,692–	~~$219,278^{00}$~~ 218,898–
Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping.			
Temporary Pavement Striping.			
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished ______			
Roadside Seeding & Mulching	$1,000^{00}$	$ 4,000	4,000
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
EEO/Labor Compliance Monitoring		1073.46 ~~1071.29~~	1094.49 ~~1092.32~~
______			
______			
______			
______			
Adjust Utilities:			
______			
______			
Subtotal		$ $216,765^{46}$	$220,992^{49}$
Contingencies (4-1/2%)		$9,754^{45}$	$9,944^{66}$
Engineering (8, [✓ 9], 10%)		$19,508^{89}$	$19,889^{32}$
Subtotal		$ $246,028^{80}$	$250,826^{47}$
Credit for ______		—	—
Estimated Net Authorization, Construction		$ $246,028^{80}$	$250,826^{47}$

APPROVED

Received 1157
7-23-85
CL,

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge
COUNTY Malheur
SHEET 1 OF 3
KIND OF WORK Grading & Structure
KEY NUMBER
LENGTH .10 Mi
DATE 5-31-85
NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7/10/85 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING 8/22/85					
	Mobilization					20,000^{00}
	Temporary Protection and Direction of Traffic		All	All		1,500-
	Temporary Signs		Sq.Ft.	20	8-	160-
	Temporary Barricades		Each	7	70-	490-
	ROADWORK					
	Removal of Structures and Obstructions			All		0
	Embankment in Place		Cu.Yd.	1178	6-	7,068^{00}
	Pit Run Aggregate Base		Cu.yd.	670	10-	6,700^{00}
	3/4"-0 Aggregate Base		Cu.yd.	210	16-	3,360^{00}
	Guard Rail, Type 2A		Lin.Ft.	200	20-	4,000^{00}
	Guard Rail, Type 3		Lin.Ft.	100	30-	3,000^{00}
	Guard Rail Anchors, Type 1		Each	4	350-	1,400^{00}
	Rail End Pieces, Type C		Each	4	100-	400^{00}
	Type 1 Fence		Lin.Ft	455	3-	1,365^{00}
	Loose Riprap, Class 100		Cu.Yd.	60	30-	1,800^{00}
	Delineators, Type 4		Each	12	15-	180^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge Sec.		COUNTY Malheur	SHEET 2 OF 3
KIND OF WORK Grading and Structure	KEY NUMBER	LENGTH .10 Mi DATE 6-3-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	^ Bridge No. 16745 ^					
	^ Alternate A ^					
	Bridge Removal Work		All	All		11,700-
	Shoring, Cribbing, Etc.		All	All		15,000-
	Structure Excavation		Cu.yd.	450 ~~404~~	11-	4,950- ~~4,444~~-
	Structure Excavation Below Elevations Shown		Cu.yd.	45 ~~40~~	12-	540 ~~480~~-
	Special Wall Backfill		Cu.yd.	189 ~~170~~	13-	2,457- 2,210-
	Structural Concrete, Class 3300		All	All		36,720-
	Reinforcement		All	All		6,182-
	4'x65'/70' Prestressed Slabs		Each	12	6,320-	75,840-
	Two Tube steel Railing		Lin.Ft.	260 ~~270~~	38-	9,880- ~~10,260~~-
						~~$214,259.00~~ ✓ ~~214,277~~=
			Revised 7-19-85			214,692-
	^ Alternate B ^					
	Bridge Removal Work		All	All		11,700-
	Shoring, Cribbing, Etc.		All	All		5,000-
	Structure Excavation		Cu.yd.	163	11-	1,793-
	Structure Excavation Below Elevations Shown		Cu.yd.	16	12-	192-

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge	REFERENCE NAME/PHONE	COUNTY Malheur	SHEET 3 OF 3

KIND OF WORK Grading & Structure	KEY NUMBER	LENGTH .10 Mi.	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Special Wall Backfill		Cu.yd.	124	13-	1,612-
	Furnish Pile Driving Equipment		All	All		17,000-
	Furnish HP 12x53 Steel Piling		Lin.Ft.	936	17^{50}	16,380-
	Drive Steel Piles		Lin.Ft.	648 ~~772~~	1^{50}	972 ~~1,158-~~
	Structural Concrete, Class 3300		All	All		23,760-
	Reinforcement		All	All		3,346-
	4' x 65'/70' Prestressed Slabs		Each	12	6,320-	75,840-
	Two Tube Steel Railing		Lin.Ft.	260 ~~270~~	38-	9,880- ~~10,260-~~
						$219,464.00
			Revised	7-16-85		~~219,278.00~~
			Revised	7-19-85		218,898-
			Revised	7-22-85		

Section *Malheur River (Copeland) Bridge Sec.* Programming Estimate $ *262,000*
Highway *County Road (Robby Copeland Rd.)* Project Length *0.10 Mi.*
County *Malheur* Completion Time
Kind of Work *Grading and Structure* Est. Comp. Date *Not later than March 31, 1986*
Prefix *223-1911* Letting Date *August 22, 1985* Project No. *BROS-2300(15)*

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alternate "A"	Alternate "B"
Estimated Contract Amount		$ 214,259.00	219,464.00
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping			
Temporary Pavement Striping			
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished			
Roadside Seeding & Mulching	1,000.00	$ 1,000	1,000
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
EEO/Labor Compliance Monitoring		1071.29	1097.32
Adjust Utilities:			
Subtotal		$ 216,330.22	221,561.32
Contingencies (4-1/2%)		9,734.86	9,970.26
Engineering (8, [✓ 9], 10%)		19,469.72	19,940.52
Subtotal		$ 245,534.80	251,472.10
Credit for		—	—
Estimated Net Authorization, Construction		$ 245,534.80	251,472.10

APPROVED

7/17/85
32538B

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge		COUNTY Malheur	SHEET 1 OF 3
KIND OF WORK Grading & Structure	KEY NUMBER	LENGTH .10 Mi DATE 5-31-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7/10/85 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING 8/22/85					
	Mobilization					20,000^{00}
	Temporary Protection and Direction of Traffic		All	All		1,500-
	Temporary Signs		Sq.Ft.	20	8-	160-
	Temporary Barricades		Each	7	70-	490-
	ROADWORK					
	Removal of Structures and Obstructions			All		0
	Embankment in Place		Cu.Yd.	1178	6-	7,068^{00}
	Pit Run Aggregate Base		Cu.yd.	670	10-	6,700^{00}
	3/4"-0 Aggregate Base		Cu.yd.	210	16-	3,360^{00}
	Guard Rail, Type 2A		Lin.Ft.	200	20-	4,000^{00}
	Guard Rail, Type 3		Lin.Ft.	100	30-	3,000^{00}
	Guard Rail Anchors, Type 1		Each	4	350-	1,400^{00}
	Rail End Pieces, Type C		Each	4	100-	400^{00}
	Type 1 Fence		Lin.Ft	455	3-	1,365^{00}
	Loose Riprap, Class 100		Cu.Yd.	60	30-	1,800^{00}
	Delineators, Type 4		Each	12	15-	180^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge Sec.		COUNTY Malheur	SHEET 2 OF 3
KIND OF WORK Grading and Structure	KEY NUMBER	LENGTH .10 Mi DATE 6-3-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	^ Bridge No. 16745 ^					
	^ Alternate A ^					
	Bridge Removal Work		All	All		11,700-
	Shoring, Cribbing, Etc.		All	All		15,000-
	Structure Excavation		Cu. yd.	404	11-	4,444-
	Structure Excavation Below Elevations Shown		Cu. yd.	40	12-	480-
	Special Wall Backfill		Cu. yd.	170	13-	2,210-
	Structural Concrete, Class 3300		All	All		36,720-
	Reinforcement		All	All		6,182-
	4'x65'/70' Prestressed Slabs		Each	12	6,320-	75,840-
	Two Tube Railing		Lin. Ft.	270	38-	10,260-
						$214,259.00 ✓
	^ Alternate B ^					
	Bridge Removal Work		All	All		11,700-
	Shoring, Cribbing, Etc.		All	All		5,000-
	Structure Excavation		Cu. yd.	163	11-	1,793-
	Structure Excavation Below Elevations Shown		Cu. yd.	16	12-	192-

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge	REFERENCE NAME/PHONE	COUNTY Malheur	SHEET 3 OF 3

KIND OF WORK Grading & Structure	KEY NUMBER	LENGTH .10 Mi.	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Special Wall Backfill		Cu.yd.	124	13-	1,612-
	Furnish Pile Driving Equipment		All	All		17,000-
	Furnish HP 12x53 Steel Piling		Lin.Ft.	936	17^{50}	16,380-
	Drive Steel Piles		Lin.Ft.	772	1^{50}	1,158-
	Structural Concrete, Class 3300		All	All		23,760-
	Reinforcement		All	All		3,346-
	4' x 65'/70' Prestressed Slabs		Each	12	6,320-	75,840-
	Two Tube Railing		Lin.Ft.	270	38-	10,260-
						\$219,464^{00}

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: July 8, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50025
Project No. BROS-2300(15)
Malheur River (Copeland) Bridge Section
County Road
Malheur County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 22, 1985.

DRH:me
Attachments
cc: R. D. Hector (Region 5)
Michale Shultz, w/attachments
General Files

Form 734-3122

Budget Bureau No. 41 R2067, Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O. 7/8/85

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 3.5 mi. S.W. of Harper	ADT	PRESENT 15 DHV 100	FUTURE - - -	YEAR --	REGION 10	STATE NAME Oregon

STATE CODE 41	APPN CODE 114	ITEM NO. 50025

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Structure	NATL. FOREST	F.A. ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 2300	SEQ. NO. (15)	I. Projects Only POST MI.	DESIG.

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (20% On/Off System)	COUNTY NAME Malheur	CODE 045	PROGRAM STAGE ☐ 1 OR ☐ 2
	NAME OF URBAN AREA - - -	ROUTE NO. Z	FEDERAL-AID Non UL	STATE Co. Rd.
			U.S. ---	

ESTIMATED PROJECT COST BY PHASES

RD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
1													
5					PE								
5					ROW								
5					CONST (CODE) X080	(09)	"Malheur River (Copeland) Bridge Section"	0.026	275,000	220,000	27,500	27,500	
RD	CODE 1	PREPARED BY DRH:me					PROJECT TOTALS	0.026	275,000	220,000	27,500	27,500	
1	14	PROGRAM APPROVAL DATES 10/1/83											

REMARKS

Additional Data: Item No. 50025;
Project No. BROS-2300(10)

Key No. 01912

-OVER-

USCOMM DUSCOMM-DC 48000-P61

Malheur River (Copeland) Bridge Section

Remarks continued:

Project Data: Work under this project consists of 1) construct on existing horizontal alignment one reinforced concrete prestressed slab span bridge (No. 16745) length 135-ft. with roadway width 23-ft. 3-1/2-in.; 2) remove existing structure; 3) construct approaches requiring grading and aggregate surfacing to provide two 12-ft. travel lanes; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8229 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 8/29/84.

Note: 1) This project is in Congressional District No. 2.

2) Included in Six Year HIP on page 122 and included in FY '85 Status Report.

3) Included in the approved bridge replacement inventory as Bridge No. 45C150 with a sufficiency rating of 21.9.

15 192

STATE OF OREGON **INTEROFFICE MEMO**

TO: W. J. Hart
Bridge Engineer

DATE: June 28, 1985

Attn: Kamal A. Kamadoli

SUBJECT: Preliminary Plan Approval
Malheur River (Copeland) Bridge Section
County Rd. #615
HBR OS Project

Enclosed is a copy of Drawing No's. 40715 and 40556 which have been approved by the Malheur County Court.

Please proceed with development of Plans Specifications and Estimate of cost.

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/lm

Attachment

cc: The Honorable Maxwell T. Lieurance
Mike Shultz w/enc. ✓
Barry Hatcher

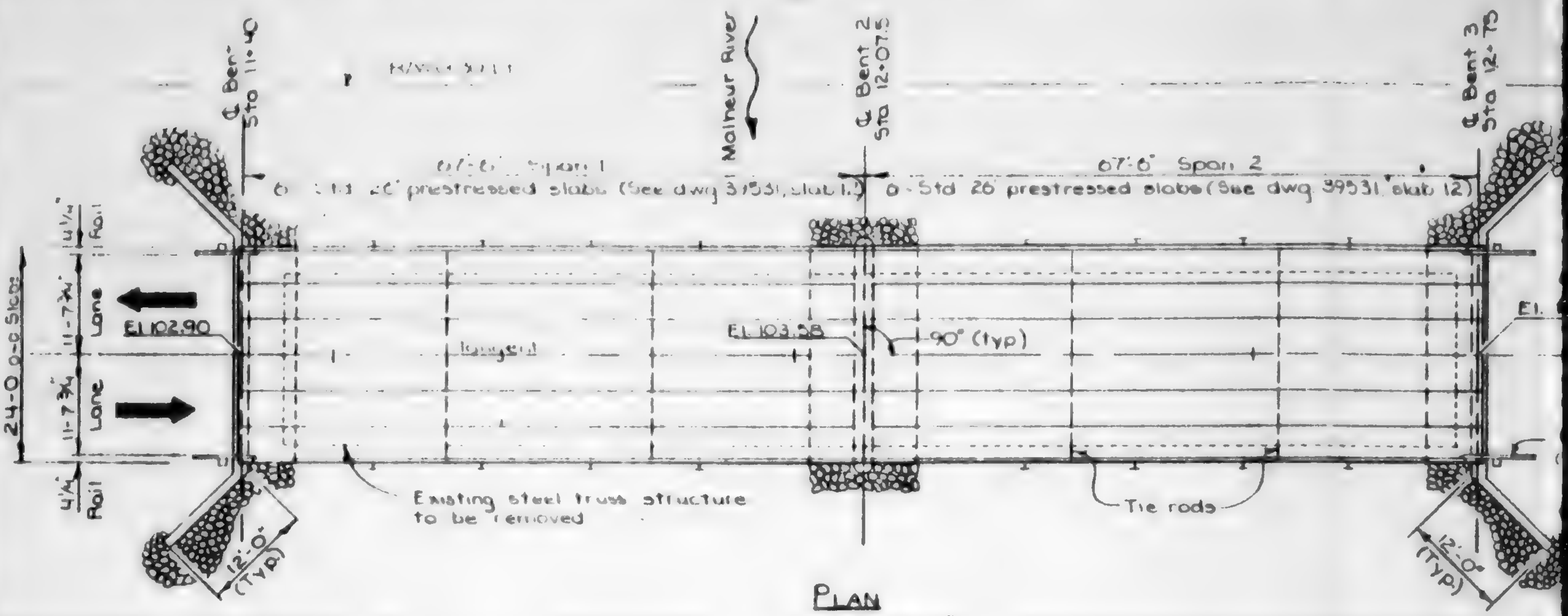
PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUL 01 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Contains Recycled Materials

81-125-1367

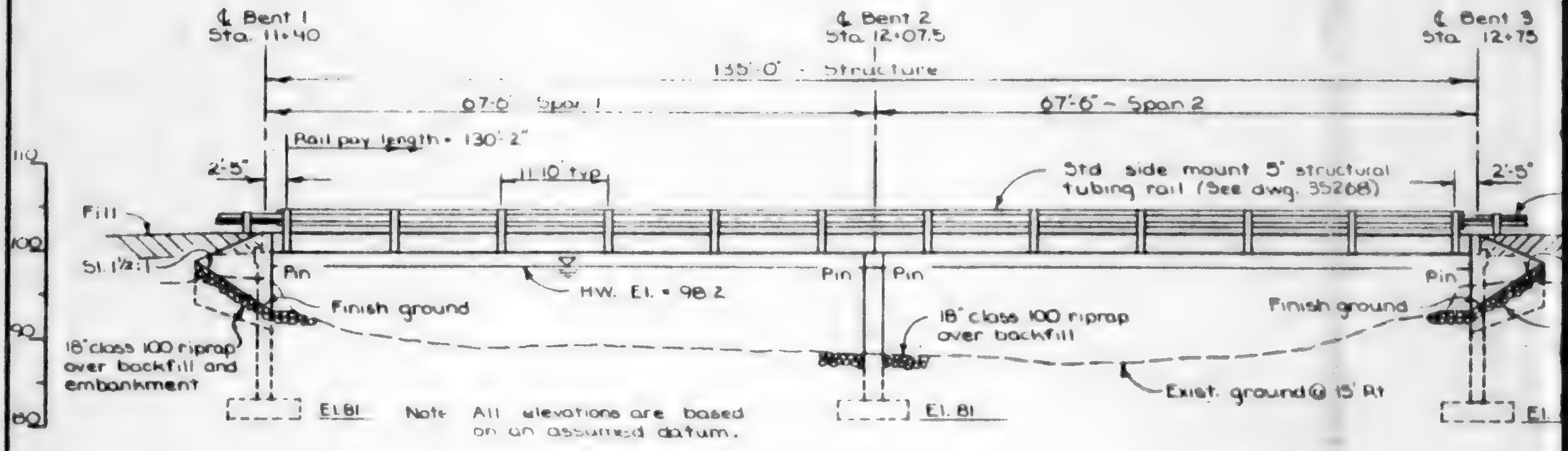
SP*75683.

Mike Shultz



℄ Bent 1 Sta 11+40
Malheur River
℄ Bent 2 Sta 12+07.5
℄ Bent 3 Sta 12+75
67'-6" Span 1
6 - Std 26" prestressed slabs (See dwg 39531, slab 12)
67'-6" Span 2
6 - Std 26" prestressed slabs (See dwg 39531, slab 12)
24'-0 o-o Slabs
4 1/4" Rail
11'-7 3/4" Lane
11'-7 3/4" Lane
4 1/4" Rail
El. 102.90
Tangent
El. 103.58
90° (typ)
El.
Existing steel truss structure to be removed
Tie rods
12'-0" (Typ)
12'-0" (Typ)
R/W @ 30' Rt

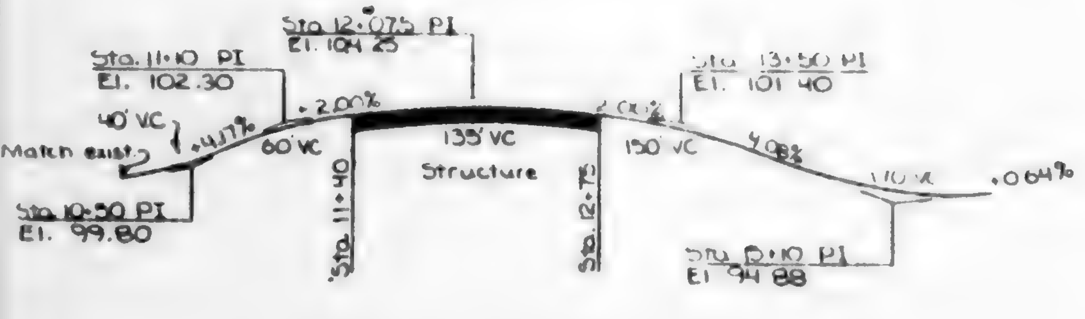
PLAN
scale 1"=10'-0"



℄ Bent 1 Sta. 11+40
℄ Bent 2 Sta. 12+07.5
℄ Bent 3 Sta. 12+75
135'-0" - Structure
67'-6" Span 1
67'-6" ~ Span 2
Rail pay length = 130'-2"
2'-5"
11'-10" typ
Std side mount 5" structural tubing rail (See dwg. 35268)
2'-5"
110
100
90
80
Fill
Sl. 1 1/2:1
Pin
H.W. El. = 98.2
Pin
Pin
Pin
Finish ground
Finish ground
18" class 100 riprap over backfill
18" class 100 riprap over backfill and embankment
Exist. ground @ 15' Rt
El. 81
El. 81
El.

Note: All elevations are based on an assumed datum.

ELEVATION
scale 1"=10'-0"



Sta. 12+07.5 PI
El. 104.25
Sta. 11+10 PI
El. 102.30
Sta. 13+50 PI
El. 101.40
40' VC
+4.17%
+2.00%
2.00%
Match exist.
60' VC
135' VC
Structure
150' VC
4.08%
110' VC
+0.64%
Sta. 10+50 PI
El. 99.80
Sta. 11+40
Sta. 12+75
Sta. 15+10 PI
El. 94.88

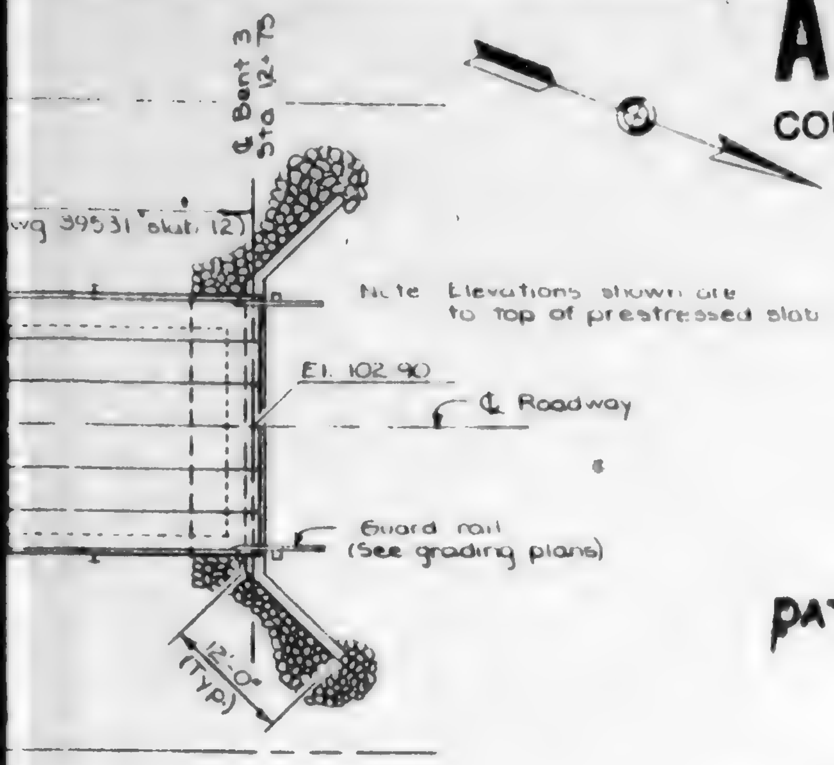
GRADELINE @ ROADWAY ℄
No Scale

HYDRAULIC DATA

	Design Flood	Base Flood	Maximum Flood
Discharge* cfs	10,900	16,200	11,800
Frequency-yrs	25	100	30/1957
H.W. Elev. - ft	98.2	99.5	98.5

* Includes overflow

DATE


℄ Bent 3
Sta 12+75
wg 39531 slab, 12)
Note Elevations shown are
to top of prestressed slab
El. 102.90
℄ Roadway
Guard rail
(See grading plans)
12'-0"
(Typ.)

APPROVED BY

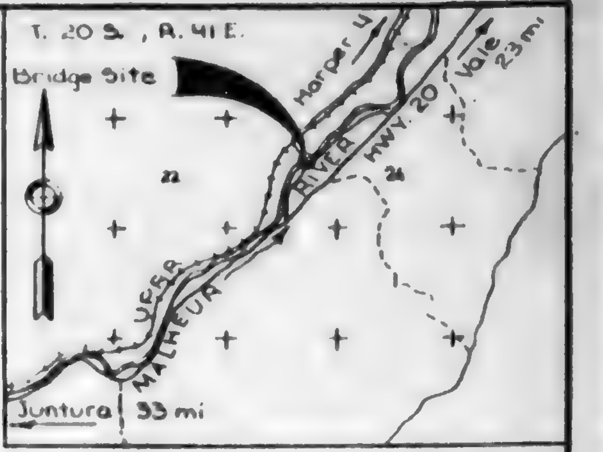
COUNTY OF *Malheur*

Maxwell T. Bamhurst
JUDGE OR CHAIRMAN

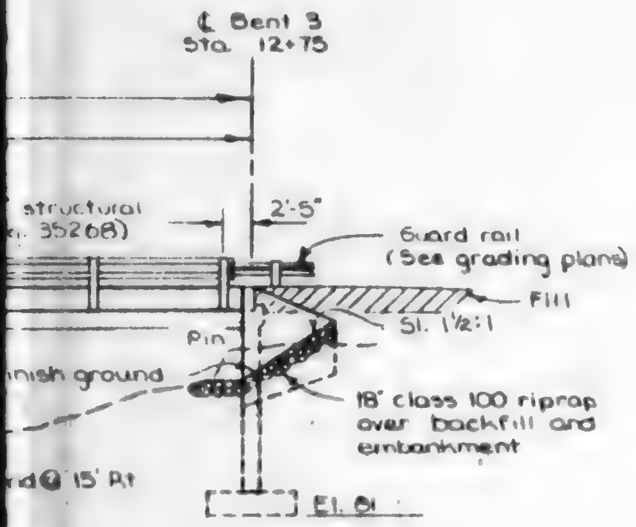
W. C. Hammack
COMMISSIONER

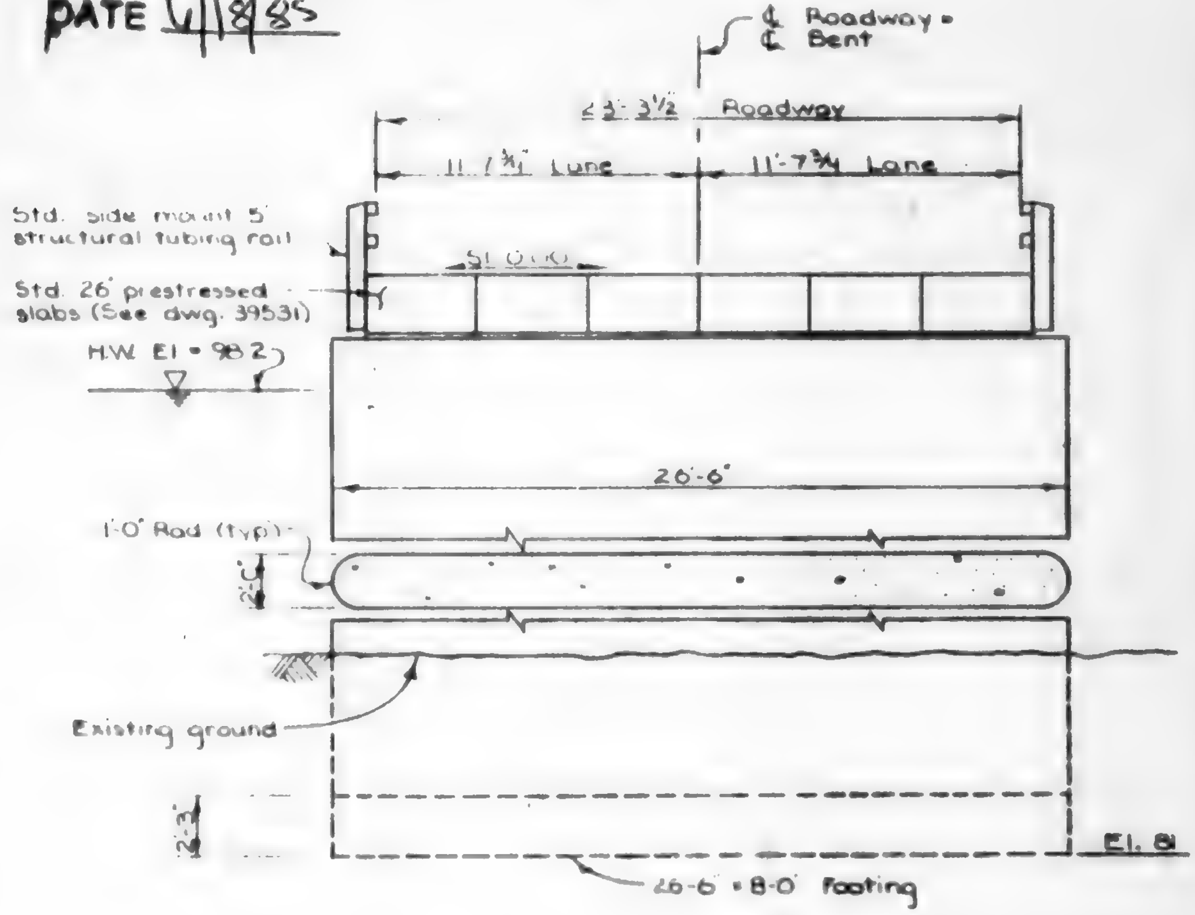
Don R. Cal
COMMISSIONER

DATE *6/18/85*


T. 20 S., R. 41 E.
Bridge Site
Harper
Vale 23 mi
HWY. 20
RIVER
UPPER
MALHEUR
22
24
Juntura
33 mi

VICINITY MAP
No Scale


℄ Bent 3
Sta. 12+75
structural
35268)
2'-5"
Guard rail
(See grading plans)
Fill
Sl. 1½:1
Pin
nish ground
18" class 100 riprap
over backfill and
embankment
nd @ 15' Rt
El. 81


℄ Roadway =
℄ Bent
23'-3½" Roadway
11'-7¾" Lane
11'-7¾" Lane
Std. side mount 5"
structural tubing rail
Std. 26" prestressed
slabs (See dwg. 39531)
5 @ 4'-0"
H.W. El = 98.2
26'-6"
1'-0" Rad (typ)
2'-0"
Existing ground
2'-3"
El. 81
26'-6" × 8'-0" Footing

ELEVATION AT BENT 2
scale ¼" = 1'-0"

e d	Maximum Flood
00	11,800
0	30/1957
0	98.5

DATE	REVISION	BY

12960

APPROVED:
.... PE
BRIDGE ENGINEER
.... PE
ASSISTANT STATE HIGHWAY ENGINEER

R.V. Kaspari
DESIGNED
R.V. Kaspari
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

MALHEUR RIVER (COPELAND) BRIDGE
MALHEUR RIVER BRIDGE SECTION
CO. RD. 615 / MALHEUR CO.

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS. ....

DATE 5/16/85 CALC. BOOK 2087 SHEET 1 OF 1
BRIDGE NO. 16745 DRAWING NO. 40715

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone963-3177

June 10, 1985

Honorable Maxwell T. Lieurance
Malheur County Judge
251 "B" Street West
Vale, Oregon 97918

Dear Judge Lieurance:

Re: Preliminary Bridge Plans
Malheur River (Copeland) Bridge Section
County Road 615
HBR OS Project

Enclosed are three (3) copies of Drawing No's. 40715 and 40556 which are preliminary bridge plans for the above subject project. You have previously approved the roadwork plans.

The deck elevation of the new structure will be higher than the existing bridge, 2.4 feet at the ends and 3.08 feet at the center, in order to meet the required high water clearance.

Our present estimate of cost for the project is as shown below:

Roadwork	$ 53,200
Structure	171,500
Engineering & Contignecies	44,940
Total Estimated Cost	$269,640

The estimated cost is $7,640 (2.9%) above the original estimate requested by the Court. I guess I had my pencil too sharp.

Please examine the plans carefully and, if found acceptable, present them to the Court for signature.

After the plans have been signed, return two copies to me for further processing. Retain one copy for your records.

With the Courts approval we plan to call for bids on July 28, 1985.

Do not hesitate to call Barry Hatcher or me if you should have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

encl.

cc: Gary A. Potter
Mike Shultz
Kamol A. Kamadoli
Barry Hatcher w/encl.

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary A. Potter, Manager
Program Section

DATE: June 10, 1985

Attn: Mike Shultz

SUBJECT: Preliminary Plans (Roadwork)
Malheur River (Copeland) Bridge Section
County Road 615
HBR OS Project
Malheur County

Enclosed is copy of Preliminary Plans dated May 30, 1985, concerning the roadwork aspect of the above subject project, which have been approved by the Malheur County Court, subject to confirmation that the new bridge deck elevation will be higher than the existing bridge deck elevation.

I have explained to the Court in my letter of this date, along with Preliminary Bridge Plans, that the new bridge deck elevation will be 2.4 feet higher at the bridge ends and 3.08 feet higher at mid-stream. I hope to have the bridge plans approved very soon.

Sincerely,

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

encl.

cc: Honorable Maxwell T. Lieurance
Bud Mann w/encl.
Harold Brainerd
Barry Hatcher w/encl.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 12 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Po[illegible]er

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections,Details & Summary
3	Plan & Profile

5482
JULY 11, 1969
RICHARD A. KUEHN

Temporary Protection And Direction Of Traffic Will Be Written In The Contract Special Provisions

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED

MALHEUR RIVER (COPEL

COUNTY ROAD (ROBBY

MALHEUR COUN

APPROVED BY

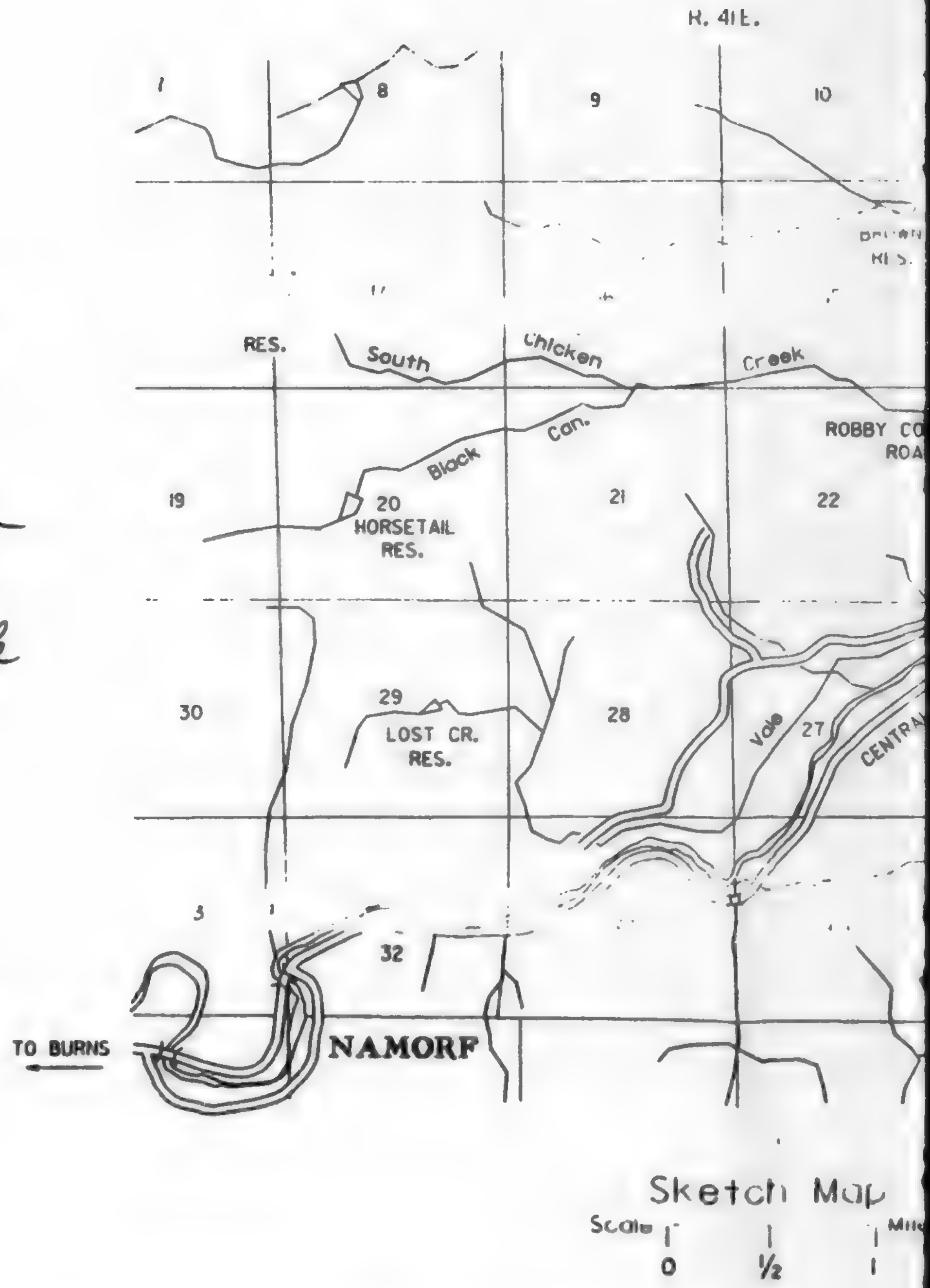
COUNTY OF MALHEUR

Manfred T. [illegible]
JUDGE OR CHAIRMAN

W. C. Hammack
COMMISSIONER

Don B. Cof
COMMISSIONER

DATE 6/5/85


R. 41E.
7
8
9
10
BROWN RES.
RES.
South Chicken Creek
Black Can.
ROBBY CO ROA
19
20
HORSETAIL RES.
21
22
30
29
LOST CR. RES.
28
Vale
27
CENTRA
3
32
TO BURNS
NAMORF
Scale
0
½
1
Mile

Sketch Map

ATE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

PRELIMINARY COPY
MAY 30 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

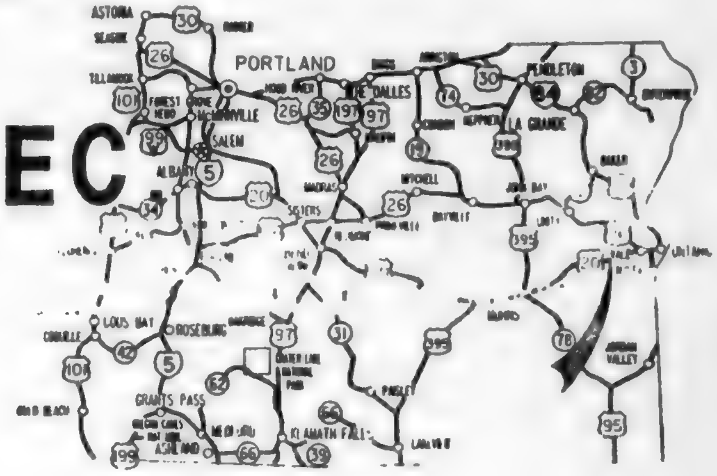
MALHEUR RIVER (COPELAND) BRIDGE SEC. COUNTY ROAD (ROBBY COPELAND RD.) MALHEUR COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-OS

COPELAND) BRIDGE SEC.

(ROBBY COPELAND RD)

MALHEUR COUNTY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PENDLETON
LA GRANDE
ROSEBURG
GRANTS PASS
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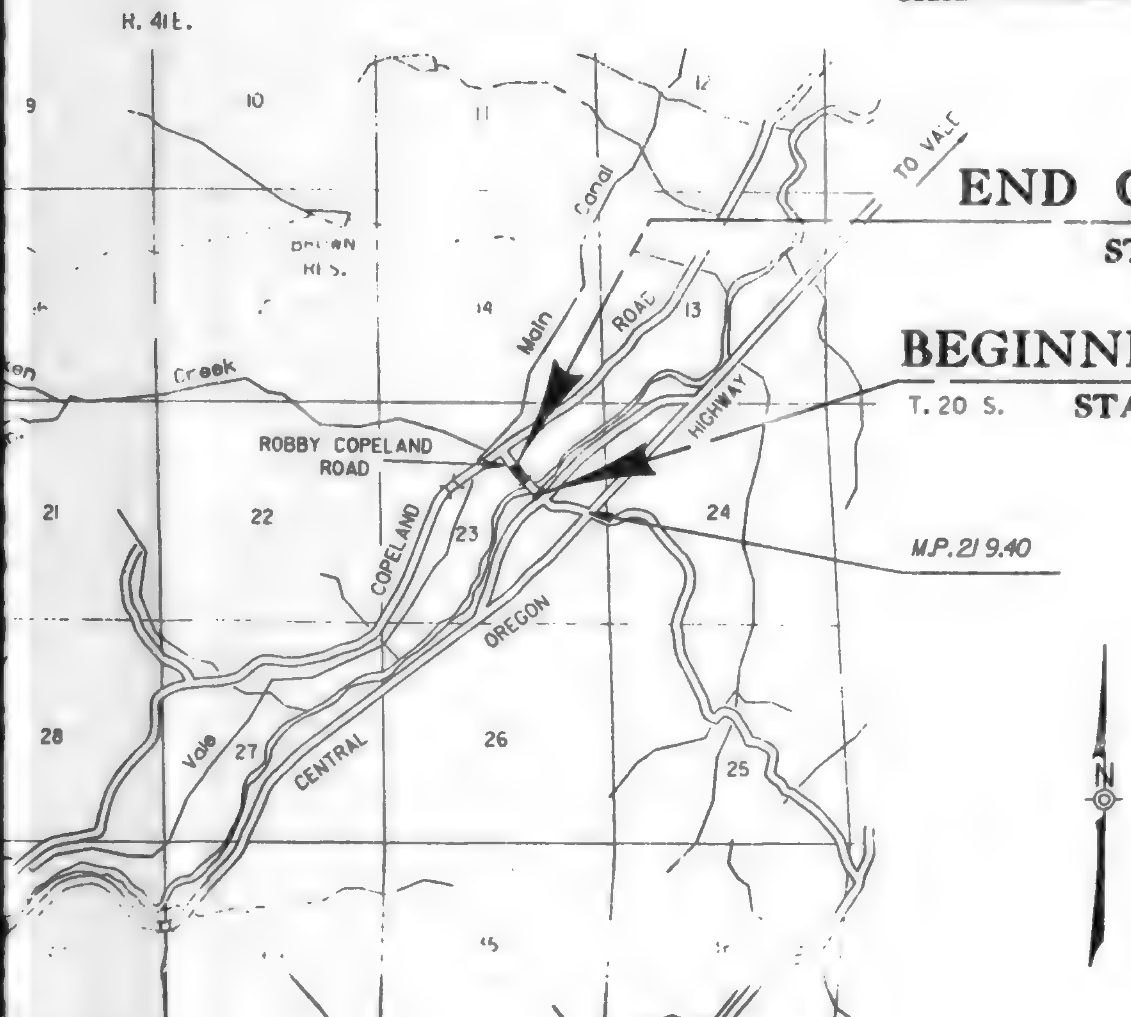
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TO VALE
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ROBBY COPELAND ROAD
21
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COPELAND
OREGON
CENTRAL
Vale
27
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25
T. 20 S.
M.P. 219.40
N

END OF PROJECT
STA. 16+00

BEGINNING OF PROJECT
STA. 10+30

Sketch Map
Scale 0 ½ 1 Mile

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

4475
OCT. 30, 1959
H. S. COULTER

4552
MAY 13, 1960
EDGAR S. HUNTER

H. S. Coulter	E. S. Hunter
STATE HIGHWAY ENGINEER	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER ________ DATE ________

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 6, 1985

In Reply Refer to
File No.:

TO:
U. S. Corps of Engineers
U. S. Fish and Wildlife Service
U. S. National Marine Fisheries Service
U. S. Environmental Protection Agency
U. S. Coast Guard
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Bob Pool

FROM: Bob Pool, P.E., P.L.S.
Location Engineer

SUBJECT: Regional Permit for Fills in Waters of the United States

Section: Malheur River Bridge
Highway: Robby Copeland County Road
County: Malheur

This letter, with the enclosed material, serves as the advanced notice required under Operating Procedure of the Department of the Army Permit referred to in the Regional Permit, Application No. 071-OYA-2-005214, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

The purpose of the project is to replace an obsolete bridge with a new concrete bridge. Approximately 60 cubic yards of riprap will be used on the slopes under each end of the bridge and around the footing of the center bent. Approximately 500 cubic yards of the material that will be used in the bridge approaches will be below ordinary high water. A detour will not be needed.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 211 Transportation Building, Salem, OR 97310, telephone 378-6265.

Enclosures

cc D. E. Wilken
J. R. Marks
W. J. Hart
C. M. Gilmour
D. E. Keyes w/att

RECEIVED
JUN 7 1985
ROAD DESIGN SECTION

RDE
FDE
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BPC
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Copy All
Return To
B/U / /

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Attn:

TO: R. D. Hector
Region 5 Engineer

Roger C. Lang

DATE: May 30, 1985

DES 23
16745

ORIGINAL SIGNED
K. A. KAMADOLI

FROM: Kamal A. Kamadoli
Principal Structural Design Engineer

SUBJECT: Malheur River (Copeland) Bridge
Malheur River (Copeland) **Bridge Section**
County Road 615
Malheur County
BR **16745**

Attached are four reduced prints of Drawings 40715 and 40556 which are the preliminary plan and elevation and vicinity map for this structure.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 53,200
Structure	$ 171,500
Engineering & Contingencies	$ 44,940
TOTAL:	$ 269,640

Please use these prints to obtain the approval of Malheur county. Return one set of prints to this office as soon as possible, stamped with the appropriate approval.

We plan to call for bids on this project on July 25, 1985.

KAK:cma

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set
Road Design /w/ 1 set
—Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 3 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1307

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: May 14, 1985

FROM: Gene M. Finley
Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Malheur River (Copeland) Bridge
County Road 615
Malheur County

The proposed project will replace a 128-foot long steel truss and will be placed along the same alignment.

HYDROLOGY

The Malheur River is a west-east tributary of the Snake River and drains an area of 2,640 square miles above the proposed bridge site. Run-off from the upper portion of this drainage basin has been regulated by the Warm Springs Reservoir, with a drainage area of 1,100 square miles, since 1919 and Beulah Reservoir, with a drainage area of 440 square miles, since 1935.

Malheur River Gages No. 13-2200, with a drainage area of 3,010 square miles, and No. 13-2205, with a drainage area of 3,030 square miles, were statistically analyzed. Since the drainage areas of the two gages differed by less than one percent, they were combined and analyzed together. Only the years of gage records since 1935 were used, since this reflects the condition of the drainage basin as it is now (both reservoirs on line). These gages were located approximately 13 miles downstream of the bridge site. The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of these gage data, using a log-Pearson Type III statistical analysis, and then adjusted to reflect the drainage area at the bridge site.

Recurrence Interval	Peak Discharge
500-year	24,000 cfs
100-year	16,200 cfs
50-year	13,500 cfs
25-year	10,900 cfs
10-year	8,000 cfs
5-year	5,800 cfs

The largest flood of record occurred on February 24, 1957 when a peak discharge of 11,800 cfs was estimated at the bridge site. This flood

PROGRAM SECTION
MANAGER RESOURCE UNIT ___
FA UNIT PROGRAM UNIT ___
MAY 15 1985 Shultz
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

A

is estimated to have been the 30-year flood. Virgil Maupin, County Roadmaster with 28 years of experience, stated that the 1957 flood was similar to the 1982, 1983 and 1984 floods. Since both gages had been discontinued by the 1980 water year, it was assumed that the high water for the 1982, 1983 and 1984 floods reached the same level as the 1957 flood. During these latter years, he stated that high water reached the bottom stringers of the existing bridge and is estimated to have been at elevation 98.5 feet (assumed Datum). He stated that during these years (1982, 1983 and 1984), the northerly approach to the existing bridge had to be closed due to this high water.

HYDRAULIC DESIGN

The design flood for this crossing is actually the 2.5-year flood, since by definition, the roadway shall not be overtopped during the design flood. Roadway overtopping occurs at elevation 95.0 feet (assumed datum) which corresponds to a discharge of 3,900 cfs. The 25-year flood, however, was chosen as the design flood in spite of the above definition since a substantial amount of flow crosses over the roadway during this event. It is important that encroachment of this roadway overflow area be minimal because of the role it plays in conveying floods. The proposed design not only addresses the waterway area requirements of the bridge, but also addresses the roadway overflow area needed. Figure 1 shows the existing conditions during the 25-year flood.

Two types of waterway openings were investigated: A two-span 135-foot long waterway opening with a 540±-foot long roadway overflow channel (Figure 2) and a single-span 135±-foot long waterway opening with a 440±-foot long roadway overflow channel (Figure 3).

Mr. Maupin stated that debris and ice had been a problem at the bridge site. It is therefore suggested that the pier for the proposed two-span waterway be a wall type with a rounded upstream nose. It is also suggested that the minimum bottom of beam be at elevation 100.5 feet. This elevation provides one foot of freeboard above the estimated 100-year high water.

Table 1 compares the proposed openings with overflow channels to the existing bridge with overflow channel for the 2.5-year (overtopping flood), 25-year (design flood) and 100-year floods. Vertical abutments are assumed for the analysis.

The highway sag area across the overflow channel could be raised to decrease the overtopping frequency to the 25-year flood. The following tabulation compares the estimated hydraulic effect of constructing an embankment (Figure 4) across the overflow channel for the 25-year flood.

25-YEAR FLOOD

	Proposed Two-Span Without Overflow Channel (Figure 4)	Proposed Two-Span With Overflow (Channel (Figure 2)
Peak Discharge	10,900 cfs	10,900 cfs
Through Proposed Waterway	10,900 cfs	8,250 cfs
Through Overflow Channel	---	2,650 cfs
Design Highwater Elev. (Assumed Datum)	98.1 feet	98.2 feet
Highwater Elev. Along Upstream Embankment Including Backwater (Assumed Datum)	100.2 feet	98.3 feet

Constructing an embankment (Figure 4) across the overflow channel is not recommended because of excessive backwater (2.1 feet) this alternate would create. If the grade is eventually raised, an overflow structure should be built to handle the overflow. Apparently, the County has no plans to raise the roadway since Virgil Maupin made the statement that he did not want the highway grade raised through the overflow channel.

RIPRAP

It is suggested that fresh fill slopes be protected with an 18-inch thick blanket of Class 100 loose riprap. A filter blanket will not be required. A toe trench is also not required.

GMF:ja

Attachments

cc/attach.	Bob Pool	Gary Potter
	Walt Hart	Glen Thommen
	Bob Hector	Cam Gilmour
	Herb Schell, FHWA	John Marks
	Rick Kuehn	

TABLE 1

	2.5-YEAR FLOOD			25-YEAR FLOOD			100-YEAR FLOOD		
	(OVERTOPPING FLOOD)			(DESIGN FLOOD)			(BASE FLOOD)		
	Proposed Single-Span Waterway With Overflow Channel	Proposed Two-Span Waterway With Overflow Channel	Existing Bridge With Overflow Channel	Proposed Single-Span Waterway With Overflow Channel	Proposed Two-Span Waterway With Overflow Channel	Existing Bridge With Overflow Channel	Proposed Single-Span Waterway With Overflow Channel	Proposed Two-Span Waterway With Overflow Channel	Existing Bridge With Overflow Channel
PEAK DISCHARGE	3,900 cfs	3,900 cfs	3,900 cfs	10,900 cfs	10,900 cfs	10,900 cfs	16,200 cfs	16,200 cfs	16,200 cfs
THROUGH STRUCTURE	3,900 cfs	3,900 cfs	3,900 cfs	8,600 cfs	8,250 cfs	8,100 cfs	11,600 cfs	11,200 cfs	9,400 cfs
ROADWAY OVERFLOW	0	0	0	2,300 cfs	2,650 cfs	2,800 cfs	4,600 cfs	5,000 cfs	6,800 cfs
DESIGN HIGHWATER ELEV. (ASSUMED DATUM)	95.0 ft.	95.0 ft.	95.0 ft.	98.2 ft.	98.2 ft.	98.2 ft.	99.5 ft.	99.5 ft.	99.5 ft.
HIGHWATER ELEVATION ALONG UPSTREAM EMBANKMENTS INCLUDING BACKWATER (ASSUMED DATUM)	95.0 ft.	95.0 ft.	95.0 ft.	98.4 ft.	98.3 ft.	98.2 ft.	100.2 ft.	100.0 ft.	99.9 ft.
NORMAL MAIN CHANNEL AREA BELOW DESIGN HIGHWATER ELEVATION	780 ft.^{2}	760* ft.^{2}	720 ft.^{2}	1210 ft.^{2}	1190* ft.^{2}	1130 ft.^{2}	1390 ft.^{2}	1370* ft.^{2}	1170** ft.^{2}
NORMAL OVERFLOW AREA BELOW DESIGN HIGHWAY ELEVATION	0	0	0	810 ft.^{2}	1140 ft.^{2}	1470 ft.^{2}	1380 ft.^{2}	1840 ft.^{2}	2350 ft.^{2}

* Does not include projected area of piers.

** Area below bottom of beams

① Existing 128-foot Wide Waterway Opening

② Estimated Highwater Elevation 93.2 ft (Assumed Datum)

③ Existing Bottom Of Beam Elevation 93.5 ft (Assumed Datum)

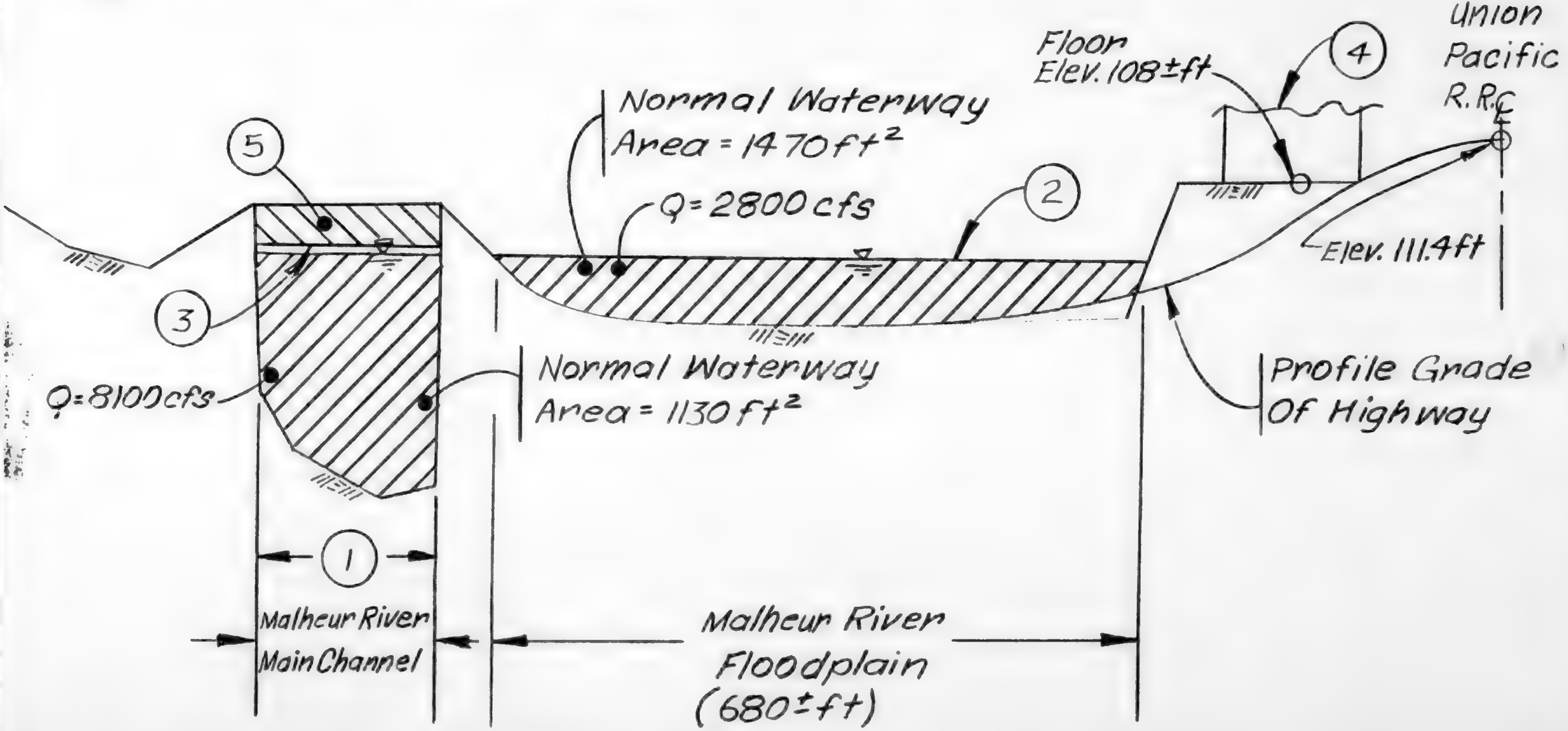
④ The Ray Winter Property (Just Downstream Of Highway

⑤ Existing 128-foot Bridge

Figure 1
(25-Year Flood - Design Flood)

Existing Bridge With Overflow Channel
Malheur River (Copeland) Bridge
County Road 615
Malheur County

G. Finley 5-6-85


Union Pacific R.R. ℄
Floor Elev. 108±ft
④
Normal Waterway Area = 1470 ft²
⑤
Q = 2800 cfs
②
Elev. 111.4 ft
③
Q = 8100 cfs
Normal Waterway Area = 1130 ft²
Profile Grade Of Highway
①
Malheur River Main Channel
Malheur River Floodplain (680± ft)

① Minimum 135-foot Wide Waterway Opening

② Estimated Highwater Elevation 93.3 ft (Assumed Datum)

③ Minimum Bottom Of Beam Elevation 100.5 ft (Assumed Datum)

④ Assumed 1.5-foot Wide Wall Type Pier

⑤ Proposed Vertical Abutments

⑥ Proposed Minimum Embankment

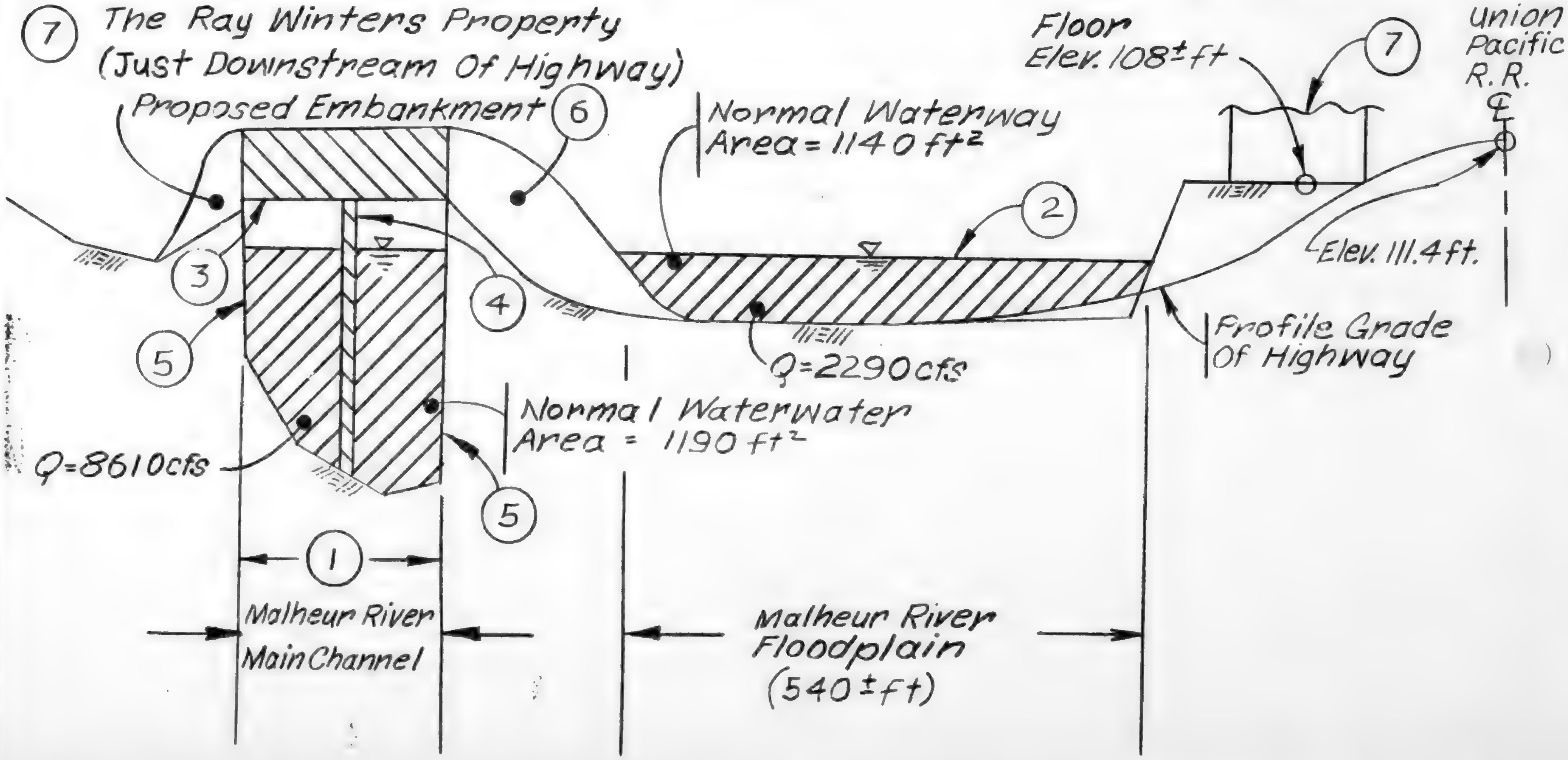
⑦ The Ray Winters Property (Just Downstream Of Highway)

Figure 2

(25-Year Flood- Design Flood)
Proposed Two-Span Waterway
With Overflow Channel
Malheur River (Copeland)
Bridge
County Road 615
Malheur County

G. Finley 5-3-85

No Scale


Floor Elev. 108± ft
⑦
Union Pacific R.R.
℄
Proposed Embankment ⑥
Normal Waterway Area = 1140 ft²
②
⑥
③
④
Elev. 111.4 ft.
⑤
Profile Grade Of Highway
Q=2290 cfs
Normal Waterwater Area = 1190 ft²
Q=8610 cfs
⑤
①
Malheur River Main Channel
Malheur River Floodplain (540± ft)

① Minimum 135-foot Wide Waterway Opening

② Estimated Highwater Elevation 93.4 ft (Assumed Datum)

③ Minimum Bottom Of Beam Elevation 100.5 ft (Assumed Datum)

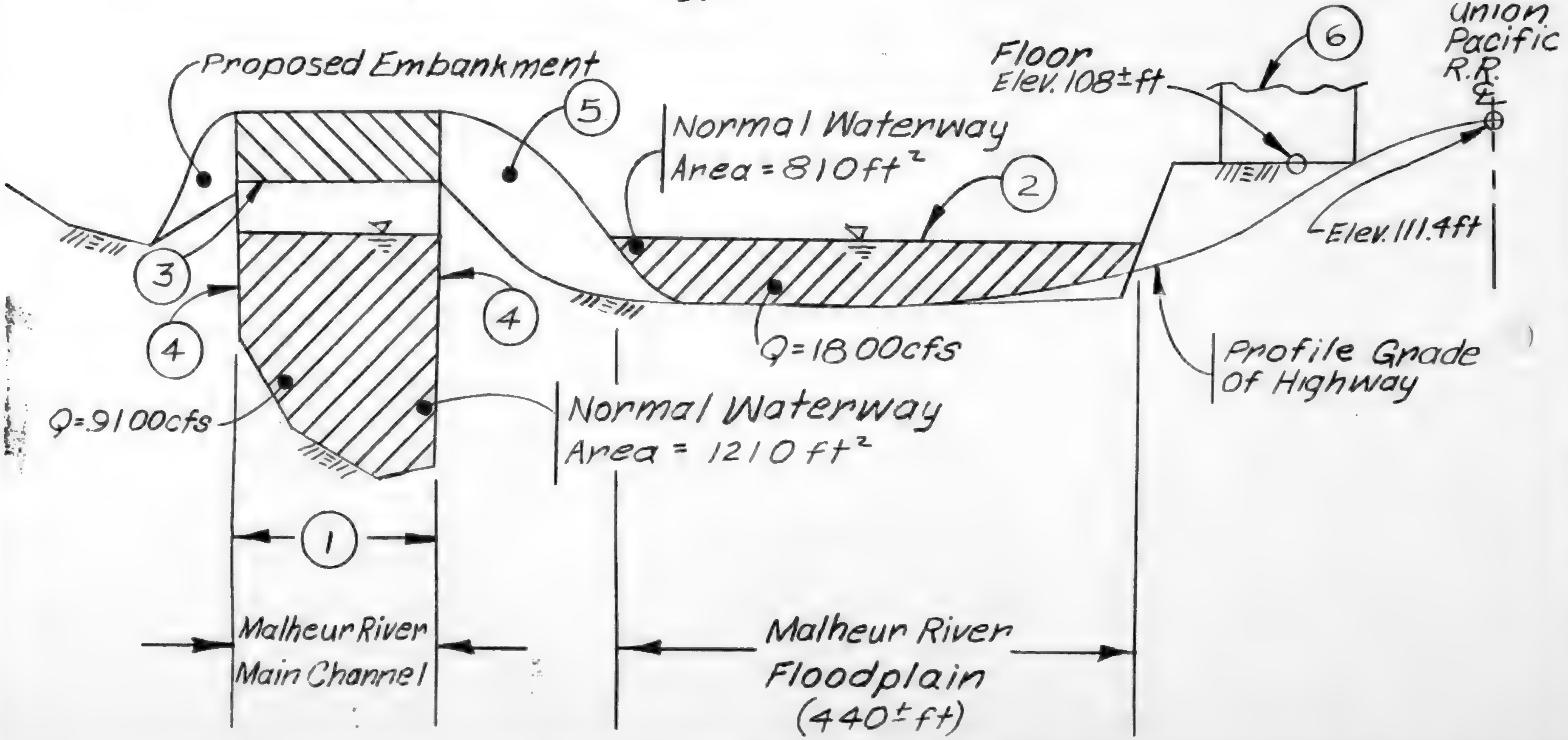
④ Proposed Vertical Abutments

⑤ Proposed Minimum Embankment

⑥ The Ray Winters Property (Just Downstream Of Highway)

Figure 3
(25-Year Flood - Design Flood)
Proposed Single-Span Waterway
With Overflow Channel
Malheur River (Copeland) Bridge
County Road 615
Malheur County
G. Finley 5-6-85

No Scale



Proposed Embankment
⑤
Normal Waterway
Area = 810 ft²
②
Floor
Elev. 108± ft
⑥
Union
Pacific
R.R.
℄
Elev. 111.4 ft
③
④
④
Q = 1800 cfs
Profile Grade
Of Highway
Q = 9100 cfs
Normal Waterway
Area = 1210 ft²
①
Malheur River
Main Channel
Malheur River
Floodplain
(440± ft)

① Estimated Highwater Elevation
100.2 ft (Assumed Datum)

③ Existing Bridge

④ Proposed Two-Span Waterway
Opening

⑤ The Ray Winters Property
(Just Downstream Of Highway)

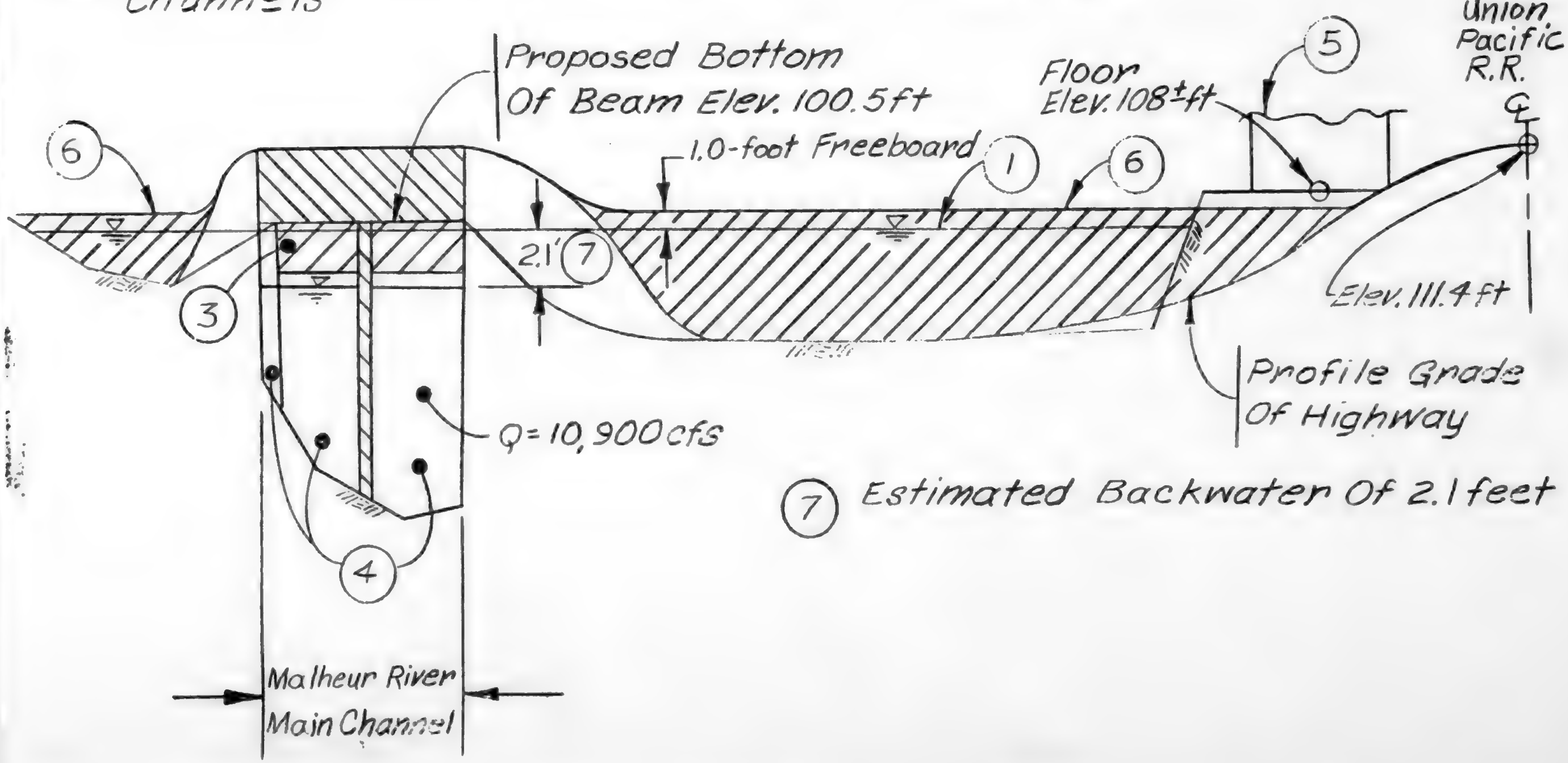
⑥ Embankment Accross Overflow
Channels

Figure 4
(25-Year Flood - Design Flood)

Proposed Two-Span Waterway
Without Overflow Channel
Malheur River (Copeland) Bridge
County Road 615
Malheur County

G. Finley 4-30-85

No Scale


Union Pacific R.R.
℄
⑤
Floor Elev. 108± ft
Proposed Bottom Of Beam Elev. 100.5 ft
⑥
1.0-foot Freeboard
①
⑥
2.1'
⑦
③
Elev. 111.4 ft
Profile Grade Of Highway
Q = 10,900 cfs
④
Malheur River Main Channel

⑦ Estimated Backwater Of 2.1 feet

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1957)
Discharge cfs m^3/s	10,900*	16,200*	3900*	11,800*
Frequency – yrs.	25	100	2.5	30
H.W. Elevation ft. Natural Channel m.	98.2	99.5	95.0	98.5
Backwater Elevation ft. m.				
Average Velocity fps mps	7.1	8.4	5.0	7.3
Headwater Elevation ft. m.				
Tailwater Elevation ft. m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Single-span waterway with overflow channel

*

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD
Through Structure cfs	8,600	11,600	3,900	9,100
Roadway Overflow cfs	2,300	4,600	-	2,700

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

MALHEUR RIVER (COPELAND) BRIDGE
COUNTY ROAD 615
MALHEUR COUNTY

COMPILED BY: Gene M. Finley	DATE: May 14, 1985

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1957)
Discharge cfs	10,900*	16,200*	3,900*	11,800*
m^3/s				
Frequency — yrs.	25	100	2.5	30
H.W. Elevation ft.	98.2	99.5	95.0	98.5
Natural Channel m.				
Backwater Elevation ft.				
m.				
Average Velocity fps	6.9	8.2	5.1	7.4
mps				
Headwater Elevation ft.				
m.				
Tailwater Elevation ft.				
m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Two-span waterway with overflow channel

*

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD
Through Structure cfs	8,250	11,200	3,900	8,700
Roadway Overflow cfs	2,650	5,000	-	3,100

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

MALHEUR RIVER (COPLAND) BRIDGE
COUNTY ROAD 615
MALHEUR COUNTY

COMPILED BY: Gene M. Finley

DATE: May 14, 1985

10,142

Malheur River (Cop and) Bridge
County Road No. 615

Malheur County
February, 1985

LOCATION NARRATIVE REPORT

GENERAL

This project is to replace a structurally deficient steel through-truss bridge over the Malheur River with a modern precast concrete structure. The site is located approximately 3.6 miles southwest of Harper on County Road No. 615.

The Malheur River is a west-east tributary of the Snake River with a drainage area approaching several thousand square miles. Runoff from the upper portion of this drainage basin has been regulated by the Warm Springs Reservoir since 1919, and the Beulah Reservoir since 1935. In spite of the reservoirs, a high volume of water can be expected during the Spring and early summer runoff with moderate volumes generally the remainder of the year. This section of the river is also subject to heavy ice floes and jams during Spring break-up (generally in February). In addition, should the Harney Basin be diverted in to this tributary, the drainage area will be increased appreciably and high volume flows will be realized for extended periods of time.

TYPICAL SECTION

The typical section calls for 12" of pit run native gravels with a 4" crushed aggregate base running surface. Finished top width will be 24 feet.

ALIGNMENT

Existing horizontal and vertical alignment at the structure site are good. There is a slight curve to the left at the north end of the structure---no changes are recommended.

EARTHWORK

A relatively small amount of grading will be required for a short distance on each end of the structure for widening, raising the grade slightly and excavation for the pit run base.

DRAINAGE

No drainage facilities exist within the project limits. The surrounding area is fairly level and any runoff stands or drains into the river.

MATERIAL SOURCES

The pit run base material can come from a local privately-owned borrow source. There is one within half a mile of the structure site that would be available for a small royalty payment on a yardage basis.

The crushed aggregate will have to come from a commercial source. One is located in Vale that has produced satisfactory material for other projects. The specs for this material should be fairly relaxed so we don't have to qualify samples and run tests on such a small quantity (130 cubic yards). Size should be 1"-0 or 3/4"-0.

Water needed, if any, could be obtained form Malheur River. No separate item has been included for water; it should be incidental to other related items.

Poured-in-place concrete will have to come from commercial sources located in Ontario or Nyssa.

Riprap, if needed, can be obtained form a private source located 3 miles east of Harper. This would be less than a 10 mile haul. Another possible source is an old State quarry located less than a mile west of the bridge site. The banks are well vegetated on the upstream and downstream sides. No riprap is currently in place. Concrete wingwalls and abutments make up the present protection. No placement of riprap is recommended by this office.

UTILITIES

No existing utilities within project area.

IRRIGATION FACILITIES

No irrigation facilities encountered within the immediate work area.

TRAFFIC CONTROL

No detour needed at site since alternate routes are available. The road at the structure site can be closed during construction.

RIGHT OF WAY

No right of way or easements will be required on this project.

STRUCTURE

A 24'x 135' bridge set on bearing piling is proposed to be the replacement structure. It should have the standard abutment walls and wingwalls for embankment and slope protection. The proposed 24 foot width is adequate since local traffic is light (A.D.T. 75-100 Est. 1983).

We propose raising the grade at the new structure slightly so that the bottom of the new slabs or beams will be approximately the same elevation as the bottom of the existing structure. A single clear-span structure would be desirable at this site if economically possible, due to the ice jams and floes in the river during late winter and early Spring. A deeper section could be used as long as the bottom of the beams would be about one foot above the highwater elevation. If we have to have piers in the river, the upstream sides should be protected by angular armored corners.

GUARDRAIL

The four corners of the bridge can accommodate the minimum standard runs of 25' Type 3 and 37.5' of Type 2A with standard Type 1 anchors.

SUMMARY

The cost estimate on this project is based upon the latest data available from our Construction Cost Group. Total cost of the project is estimated at slightly over $260,000. This is very close to the programmed amount of just under $262,000.

Another source of any information not covered in this report would be: Virgil Maupin, Malheur County Roadmaster--phone 473-3191.

B.N. Hatcher

B.N. Hatcher
Project Manager

March 6, 1985

SUMMARY-BID SCHEDULE-COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Copeland) Bridge
COUNTY Malheur
SHEET 1 **OF** 1
KIND OF WORK Bridge Replacement
KEY NUMBER
LENGTH 135'
DATE 3-6-85
NAME B.N. Hatcher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization (9%)		mp Sum	All	20,000.00	1,900.00 ~~20,000.00~~
2	Temp. Protect. & Dir. of Traffic	3%	Lmp Sum	All	6,000.00	630.00 ~~6,000.00~~
3	Temporary Signs		Sq ft	48.5	$ 6.00	291.00
4	Temporary Barricades		Each	5	60.00	300.00
	Roadwork					
5	Embankment in Place		Cu Yd	749 ~~400~~	7.50 ~~10.00~~	5,618.00 ~~4,000.00~~
6	Grid - Rolled Aggregate Subbase (Pit Run)		Cu Yd	542 ~~630~~	10.00	5,420.00 ~~6,300.00~~
7	3/4"-0 Aggregate Base		Cu Yd	191 ~~130~~	~~12.00~~ 13.00	~~1,560.00~~ 2,483.00
8	Guard Rail Type 2A		Lin Ft	✓ 150	12.00	1,800.00
9	Guard Rail Type 3		Lin Ft	✓ 100	30.00	3,000.00
10	Guard Rail Anchors, Type I		Each	✓ 4	300.00	1,200.00
11	Rail End Pieces, Type B		Each	✓ 4	70.00	280.00
12	Type 1 Fence		Lin. Ft.	360	3.00	1,080.00
				SUB-TOTAL		24,002
	Structure					
	Bridge Removal Work		Lmp Sum	1		~~10,000.00~~ 12,600.00
	Structure 135'x24' (3240 Sq. Ft.) 50.00		Sq Ft	3,240	50.00	162,000.00
	~~Anticipated Item~~ ~~Fencing - Remove & Replace~~					~~500.00~~
				Subtotal		~~217,231.00~~
						198,602
	Engineering & Contingencies add 20%					39,720 ~~43,446.20~~
				Total		~~260,677.20~~ $ 238,323

734-1736 (REV. 3-84)

Sht. 1 of 2

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section Malheur River (Copeland) Br. **Highway** Co. Road No. 615 **County** Malheur

Assigned By A. L. Hanser **Designer** J. I. Grossman **Date** Apr. 3, 1985

Directions Review the Location Data using the Designer's Review Checklist and make necessary corrections, if any.

Narrative By Designer The purpose of this project is to replace a structurally deficient steel truss bridge over the Malheur River with a wider and longer 24'x 135' precast concrete structure on a gravel county road. Alignment control is a "P" Line running the length of the project and splitting the structure. Two tangent lines are separated by an angle point at Sta. 13+30.88, north of the existing structure. 28° and 32° Curves, shown as a "Const" Line on the detail map, were added North and South of the structure, respectively. The 28° Curve utilizes the existing Angle Point station and delta angle from the "P" Line. The 32° Curve backs in from the P.T. located at the South end of the proposed structure. Calculations support the new curve data. These curves are shown more or less at the center of the existing roadway.

The field narrative report calls for 12" of Grid-Rolled Aggregate Subbase and 4" of 3/4"-0 Aggregate Wearing Course. J. Fields of Surfacing Design agreed with this proposal.

The typical section has two 12-foot travel lanes with 2:1 rock slopes. Additions were made to the typical section shown on the vicinity map.

The field's proposed vertical curves shown on the profile of the vicinity map are sub-standard. An angle point was shown at the south end of the proposed structure with a grade difference of 1.06%. A new 100-foot vertical curve was established with a grade difference of 1.95%.

The North end of the project matches the existing roadbed with a sharp grade change. Two reversing vertical curves were revised with grade changes of 3.65% and 4.01% while lengthening the project 50'. Proposed design speed is 35 mph. By Aashto Design Standards, these curves will handle a maximum safe speed of 30 mph. Stopping sight distance is minimal for Southbound traffic approaching the structure with a stop condition located 100 feet beyond the structure. A work sheet with profile grades supports the curve data.

Sht. 2 of 2

The existing horizontal alignment included in the location data will provide a maximum safe speed of only 25 mph.

No cross-sections were provided in the location data. After showing a work plan on the vicinity map, cross-sections were plotted from field notes and the new profile template. The quantity for "Embankment in Place" almost doubled due to raising the profile grade and extending the project for flatter vertical curves. Quantities were also calculated for Aggregate Subbase and 3/4"-0 Wearing Course with minor adjustments made to the field estimate.

The narrative report suggests that a single clear-span concrete structure would be desirable if economically feasible. K. Kamadoli of Bridge Design said a single span would not be possible as it requires 7 feet of beam depth, bridge deck, and surfacing The bottom of the beam would be 3 feet below the high water mark using the proposed profile grade design. Kamal agreed with the field estimate for the cost of building a new structure with 20% added for Engineering and Contingencies. The cost for removing the old structure was increased to $12,600.

No riprap is proposed for slope protection at bridge ends. Wingwalls and abutments will provide the protection along with existing vegetation. B. Hopewell of Hydraulics agreed with the field's proposal.

The road will be closed at the bridge site during constructio therefore no detour is required. Alternate routes for traffic are available. H. Shaw, Ass't. Project Manager in Ontario, said there was 60 feet of R/W width throughout the project, therefore, no additiona R/W is needed.

The field estimate shows a Lump Sum price of removing and replacing fence at $500. Actually, 360 feet of Type 1 Fence needs relocation at a total cost of $1,080. All construction details including guard rail, fence, and notes were added to the vicinity map.

Unit prices were checked through M. Wills of Cost Analysis. The unit price for "Embankment in Place" drops $2.50 which helps compensate the increase in quantity. All other prices are reasonable.

The original field estimate was $260,677. The estimate wa redone achieving a new cost of $238,323. Mobilization and Temporary Protection of Traffic together dropped $23,500 because Structu costs shown already include these extra costs. HBR funding allow $262,000, giving a cushion of almost $24,000.

James E. Grassma

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2300(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50025

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-84

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

MALHEUR RIVER (COPELAND) BRIDGE #45C150615C00217

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $32,650; Federal Funds $26,120.

13. REMARKS

As requested by Mr. Potter's PEA dated October 5, 1985, subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/24/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

October 16, 1984

PRO

The Honorable E. M. Sewell
Judge, Malheur County Court
Courthouse
251 B Street W.
Vale, OR 97918

Dear Judge Sewell:

SUBJECT: Malheur R. (Copeland) Br.
Malheur County
Project No. BROS-2300(10)

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8229, the County should submit an advance deposit for its share of the preliminary engineering cost.

Estimate PE Cost	$32,650
Less Free Bridge Design & Specs	(6,000)
Less Federal Funds (80%)	(21,320)
County's Share (20%)	$ 5,330
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 5,300

Please submit your advance deposit in the amount of $5,300 so that work may begin on the project. You may use one of the three options described in the attachments.

Very truly yours,

ORIGINAL SIGNED
GARY A. POTTER

Gary A. Potter, Manager
Program Section

ck,
Received
11-8-84
MKS

MKS:pf
Attachments

✓

bcc w/AD # 84-108: Roger Lang, Region 5
Vern Skoog-Please return completed AD #84-108 when advance deposit is received.

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO.	
				FED.	STATE
Co. Rd. 3.5 mi. S.W. of Harper "Malheur R. (Copeland) Br. Sec."	114	50025	BROS-2300(10)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW ____

Water Development None Recreation & Historical Areas ____

County Malheur Code 045 Imp. Code 09

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist.____Cl. Ho. ..... Exempt X Date Approved ____ No Reply___

Categorical
Project Environmental ~~Assessment~~: FHWA Concurrence Dated 9-5-84

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Included in National Bridge Inventory No. 45C150-615C-00217 with SR 21.9.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 32,650
(80%)	FF	$ 26,120
	STATE	$ 1,200
	Co.	$ 5,330

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS: Attached data consists of Parts 1, 2 and 4 of the Project Prospectus with project map.

DDB:bkb

Key No. 01912

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-84	GARY A. POTTER	MANAGER, PROGRAM SECTION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Malheur Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	01912
SECTION	Malheur River (Copeland) Bridge #45C150
REGION	5

Co Rd 615 **SURVEY AUTHORITY**

AUTHORIZATION NO	PREFIX	DATE
1		7/31/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			915 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		4,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	3000	3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS	1,000	1000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		0
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		0	927 FREE BRIDGE DESIGN		6000	929 Free Spec's	1,000	1000
914 REGION UTILITY LIAISON		250	932 RAILROAD & UTILITIES					

TOTALS	$	$ 32,650
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as defined by Oregon Revised Statutes. This project is 100% local match funds.

8.28.84
ch.

On HIP

PREPARED BY C. Lang	DATE 7/31/84	APPROVED. ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 7/31/84	APPROVED. ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

September 13, 1984

The Honorable E. M. Seuell
Judge, Malheur County Court
251 B Street W
Vale, Oregon 97918

Dear Judge Seuell:

Re: Malheur River (Copeland)Br.Sec.
Bridge # 45C150
HBR-OS Project

In accordance with the terms of the Highway Bridge Replacement Program (HBR) Working Agreement and The Oregon Action Plan for Transportation, your agency is responsible for citizen involvement, environmental concerns, and public hearings if required.

Enclosed is a copy of the Project Environmental Classification showing Federal Highway Administration concurrence of Class II, Categorical Exclusion for the above subject project which will require minimal or no action.

Please file and retain this document in your permanent project file. Do not hesitate to contact me if you have any questions.

Sincerely,

Roger C. Lang by lm

Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: Gary A. Potter ✓
Barry Hatcher

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT C ✓ PROGRAM UNIT ___
SEP 17 1984
REFER TO Shulte
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ✓ FILE ___

[illegible]

September 4, 1984

Malheur County Court
PO Drawer C
Vale, OR 97918

AGR 4-2

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 822

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Malheur River (Copeland) Bridge #45C150.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

CCN 19-1
Malheur
R.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

August 16, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Malheur R. (Copeland) Br. #45C150
Copeland Road
Malheur County
BROS-2300(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 6, 1984

CONCUR:

9/5/84
For Division Administrator Date
Federal Highway Administration
Oregon Division

CMG:gc

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt
Don Keyes (8)

Form 734-3122

Oregon Department of Transportation

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01912

SECTION
Malheur River (Copeland) Bridge

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

Existing parallel county road may be used as detour. Otherwise, a temporary construction easement of less than one acre would be required for the project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only; the one nearby agricultural field would not be affected. This project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would not be affected. Safety is a primary concern, as existing structure is antiquated and deteriorated.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

In-stream bents will be required, but low summer flow levels will greatly reduce any potential for adverse impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

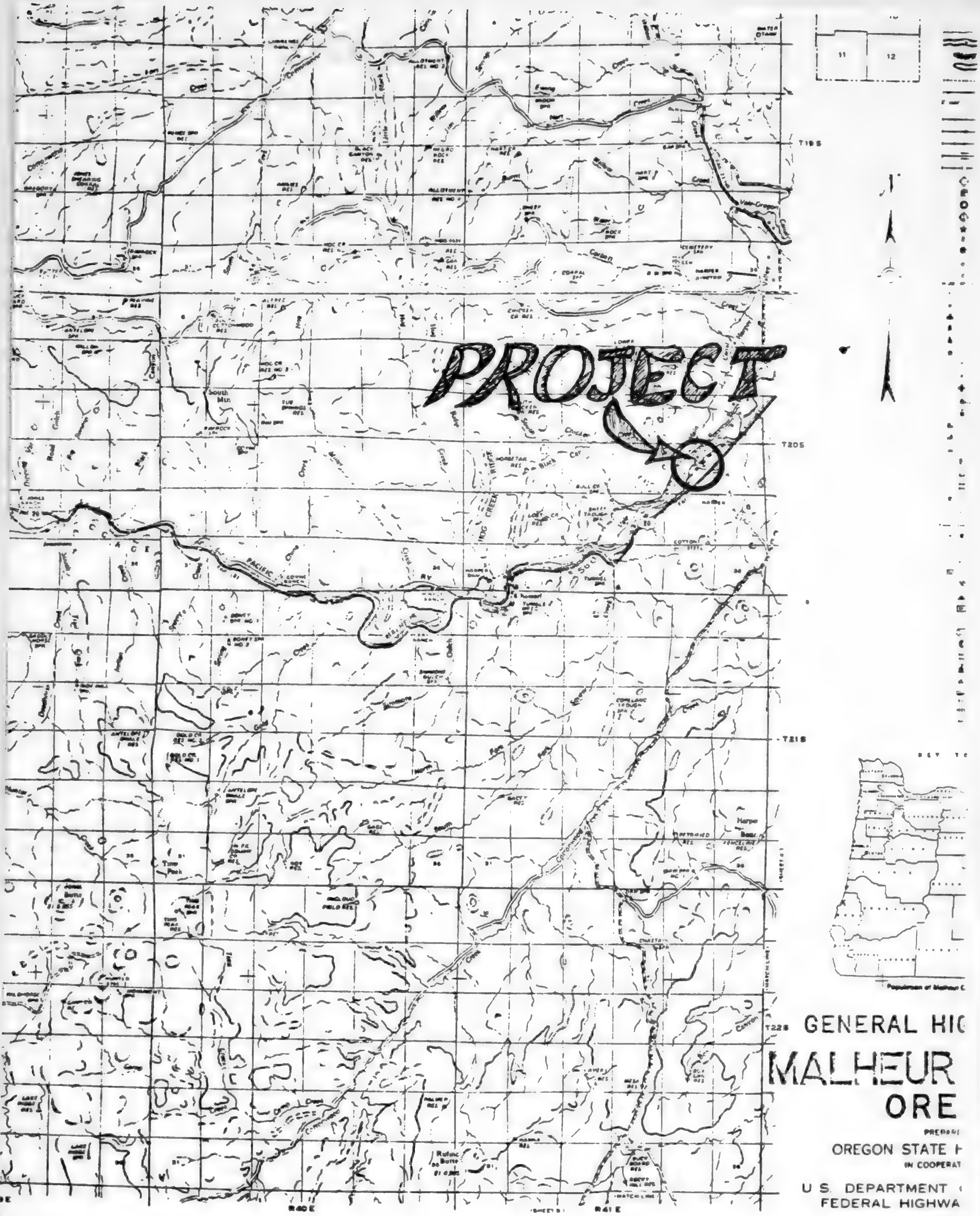
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human and physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	SEP 05 1984


PROJECT
T19S
T20S
T21S
T22S
R40E
R41E
South Mtn
Pacific
Harper
Twin Peak
Rufino Butte
Vale-Oregon
Cottonwood
Chicken Cr
Black Cr
Dog Creek
Bully Cr
11
12
Population of Malheur C

GENERAL HIG

MALHEUR

ORE

PREPARE

OREGON STATE H

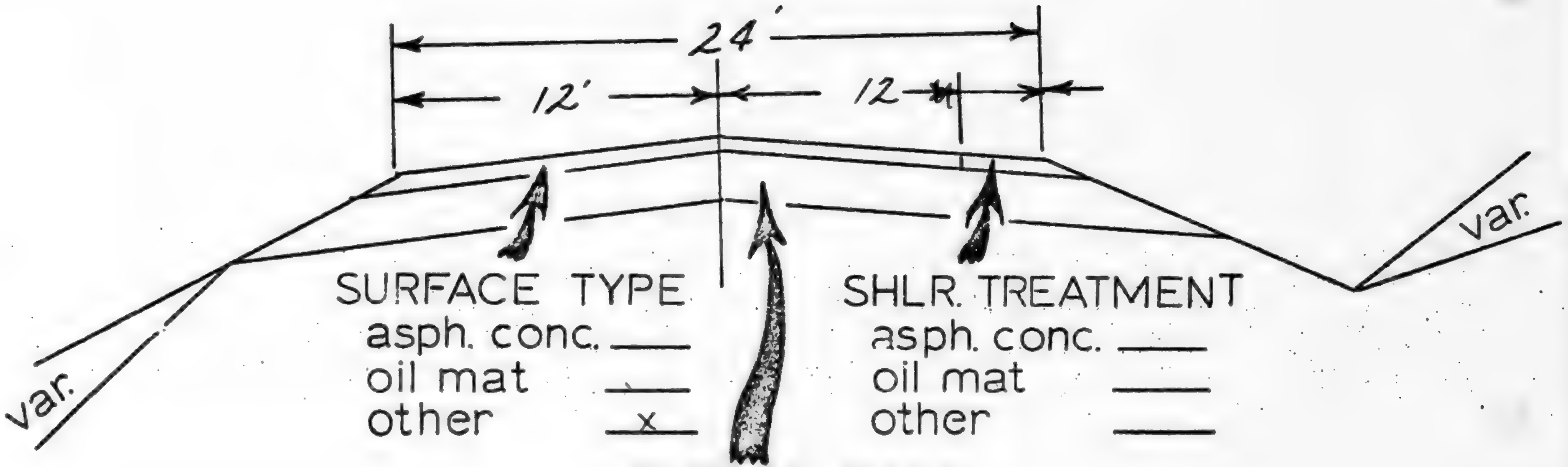
IN COOPERAT

U.S. DEPARTMENT

FEDERAL HIGHWA

SCALE

PROPOSED TYPICAL SECTION



SURFACE TYPE
asph. conc. ____
oil mat ____
other _x_

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN _x_
CRUSHED AGG'R. ____

Note: Minor widening at
Bridge Ends required for
Guard Rail Connection

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: July 31, 1984

SUBJECT: Proposed Project, HBR OS
Malheur River (Copeland)Bridge Section
County R. #615
Malheur County

Enclosed is Federal Aid Project Request and Project Prospectus concerning the above subject project.

This bridge has been identified as structurally deficient, appears on the National Inventory of Deficient Structures and has been selected for inclusion in the Fiscal Year '85 HBR OS Program by the Bridge Selection Committee.

Please take the necessary steps to initiate the project and prepare the necessary agreement for signature by the County.

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: The Hon. E. M. Seuell
Barry Hatcher

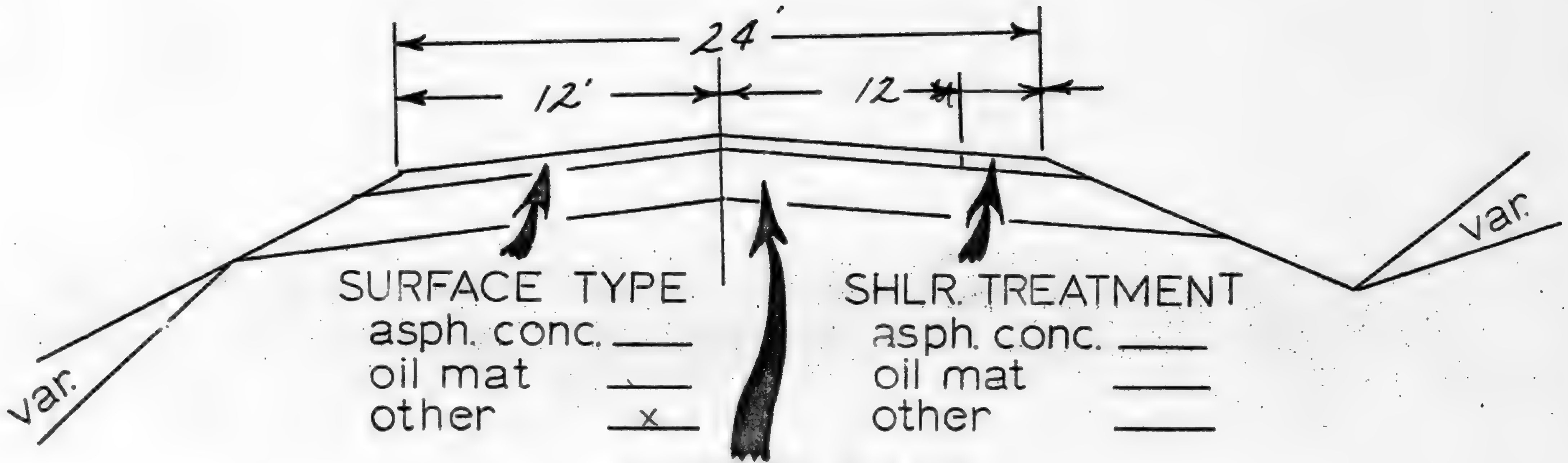
PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
AUG 2 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Contains Recycled Materials
81-125-1387

1292

SP*75683-125

PROPOSED
TYPICAL SECTION



SURFACE TYPE
asph. conc. ____
oil mat ____
other x

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN x
CRUSHED AGG'R. ____

Note: Minor widening at
Bridge Ends required for
Guard Rail Connection

FEDERAL AID PROJECT REQUEST

Date July 25, ~~May 9~~, 1984

Applicant Agency MALHUER COUNTY

Request for: Off-System X , FAS-C____ , FAUS____ Project HBR X

Federal Aid Route No. — Route Name COPELAND RD #615

Project Name MALHUER RIVER (COPELAND) BR. SECTION

Project Length 0.1 MILE ± Project Location (Attach sketch map)

Project Description REMOVE EXISTING STEEL THRU TRUSS, CONSTRUCT PRESTRESSED REINFORCED CONCRETE STRUCTURE OR MOST ECONOMICAL REPLACEMENT STRUCTURE.

Average Daily Traffic 75 - 100 (EST.) Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24' ± Travel Lanes 2 Shoulders N/A

Medians NONE Parking NONE

Sidewalks NONE

Remarks ROADWAY SURFACE IS PIT RUN

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders N/A

Medians NO Parking N/A

Curbed NO Length Curb Radii N/A

Sidewalk/Bikeway NO. GRAVEL SURFACE RD. REMOTE LOCATION

Remarks RECOMMEND PIT RUN SURFACE BE REPLACED.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum______ Maximum______

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes______ No X

3. Will additional right-of-way be needed? Yes______ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______

Remarks COURT RECOMMENDS ROUTE BE CLOSED DURING CONSTRUCTION, ALTERNATE ROUTE AVAILABLE

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

1912

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? BY APPLICANT

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

BR # 45C 150 T20S, R41E, SEC. 23

1. Existing Structure:

Location MALHUER RIVER (COPELAND)

Type STEEL THRU TRUSS

Approach Roadway Width 24'± Shoulder Width

Length 128 Width 15

To remain in place? NO

2. Proposed Structure:

Location SAME AS ABOVE

Approximate Size: Length 130 Width 24

1912

3120 ft^2

Are sidewalk/bikeways desired: NO, REMOTE RURAL LOCATION DOES NOT WARRANT COST OF CONSTRUCTION

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks COUNTY COURT REQUESTS 24 FOOT WIDE STRUCTURE FOR THIS LOW VOLUME ROAD.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes________ No X

Name of Railroad________

Existing Crossing Protection________

2. Will existing railroad crossing be altered?________

Remarks________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement HON. E.M. SEWELL, COUNTY JUDGE
   Office
2. Environmental " " " " "
   Office
3. Public Hearing " " " " "
   Office

Remarks MINIMAL ACTION PLAN REQUIREMENTS ANTICIPATED FOR THIS PROJECT.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant________ State X Consultant________

1912

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:____________________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 35,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	152,000
Railroad	
Other 40% ENGINEERING & CONTING.	74,800
Preliminary engineering	30,000
PROJECT TOTAL	$ 291,800

Remarks COUNTY COURT REQUESTS FREE BRIDGE DESIGN AS DEFINED BY OREGON REVISED STATUTES. REQUEST CONTRACT LETTING MAY 1985

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________________ and/or MALHUER COUNTY

By____________________ By Judge E. M. Sewell

By____________________ By W. C. Hammack

By Louis J. Wettstein

1912

(1976)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # [illegible]

SECTION
Malheur River (Copeland) Bridge

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

Existing parallel county road may be used as detour. Otherwise, a temporary construction easement of less than one acre would be required for the project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Bridge replacement only; the one nearby agricultural field would not be affected. The project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would not be affected. Safety is primary concern, as existing structure is antiquated and deteriorated.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

In-stream bents will be required, but low summer flow levels will greatly reduce any potential for adverse impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human & physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY x JOHN PRESTON	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	01912
SECTION	Malheur River (Copeland) Bridge #45C150
REGION	5

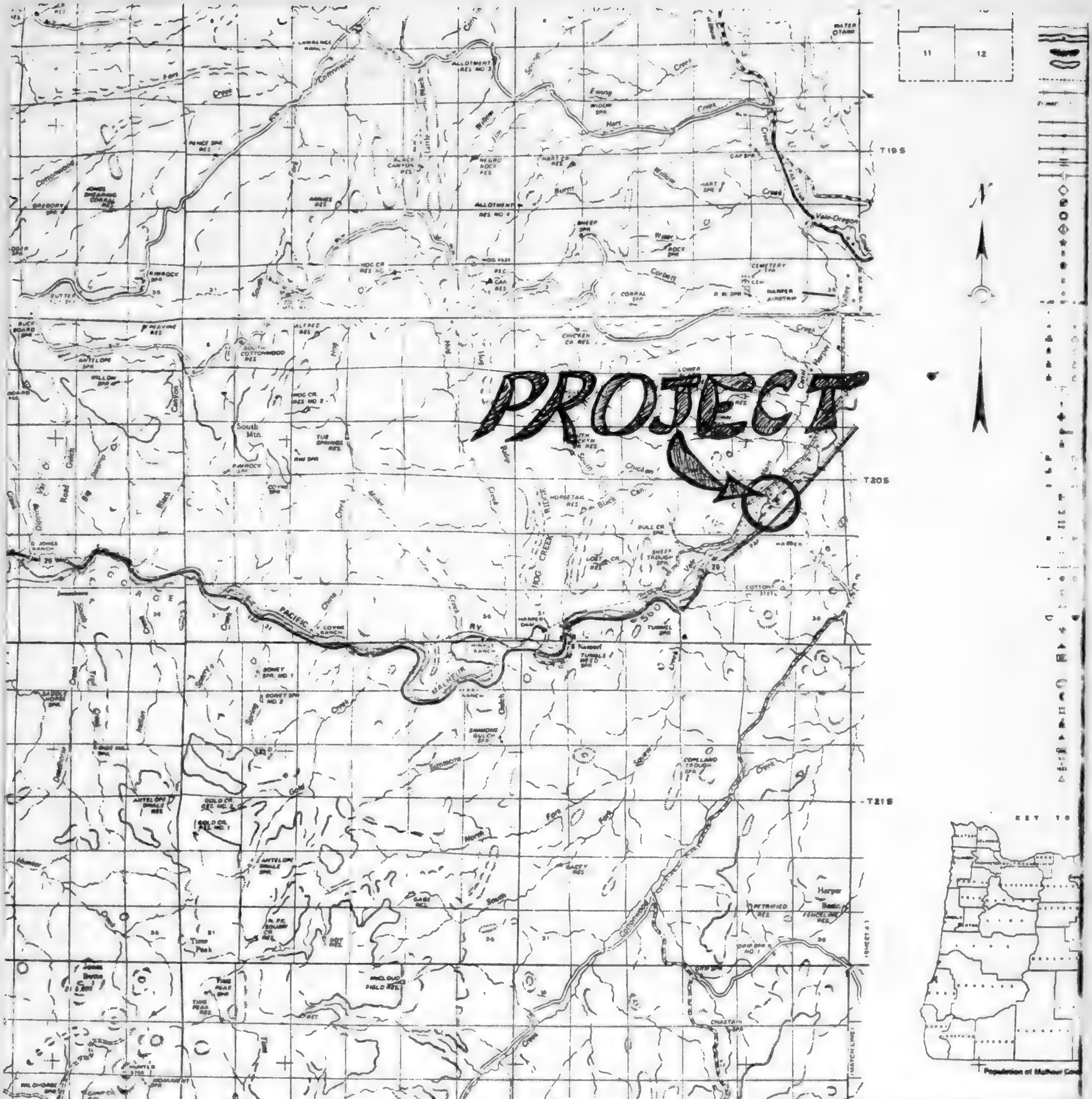
SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1		7/31/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		0
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		0	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		250	932 RAILROAD & UTILITIES					
						TOTALS	$	$
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as defined by Oregon Revised Statutes. This project is 100% local match funds.

PREPARED BY Logan C Lang	DATE 7/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 7/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	


PROJECT
T19S
T20S
T21S
T22S
R40E
R41E
South Mtn.
Malheur
Pacific
Harper
Cottonwood
Tims Peak
Rufino Butte
GENERAL HIG
MALHEUR
OREG
PREPARED
OREGON STATE HIG
IN COOPERATIO
U.S. DEPARTMENT O
FEDERAL HIGHWAY
SCALE
197

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01912

SECTION: Malheur River (Copeland) Bridge #45C150

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 223-1911

DATE: 7/31/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		4,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		0
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		0	927 FREE BRIDGE DESIGN		6,000.	929 Free Br. Specs.		1,000
914 REGION UTIL-ITY LIAISON		250	932 RAILROAD & UTILITIES					

TOTALS	$	$ 32,650
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS - 2300(10)

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as defined by Oregon Revised Statutes. This project is 100% local match funds.

1 Versteeg ✓
Anderson
4 Adams
4 Macnab
5 Edwards
Turpin
3 Trout
Wakerlig

RECEIVED
NOV 6 1984
ROAD DESIGN SECTION

Do not File ☐
Return to
Bring Up
Action

NOTED
RICK KUEHN

On HIP

PREPARED BY Logan C. Lang	DATE 7/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/13/84
RECOMMENDED, REGION ENGINEER X	DATE 7/31/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-12-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Turpin	DATE 9/11/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-84	

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	01912
REGION	5

SECTION: Malheur River (Copeland)Bridge #45C150

STATE HIGHWAY # County Rd. #615	HIGHWAY NAME		MILE POST FROM TO	LENGTH 0.15 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Malheur	ROAD,STREET NAME Copeland	
ROUTE #	FEDERAL AID # n/a	APPLICANT (IF OTHER THAN STATE) Malheur County		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 30	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY	$ 0	PAVING (✓)		ACRES (#)	0
ROADWAY	$ 35	STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 152	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 1			RIGHT OF WAY DESCRIPTIONS (S,C,A)	N
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N
40% ENGINEERING & CONTINGENCIES	$ 73.8	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 261.8	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 291.8				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85	RECOMMENDED FUNDING SOURCE HBR-OS	RECOMMENDED PROGRAM YEAR FY '85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	75-100	
YEAR OF AVERAGE DAILY TRAFFIC	Est. '83	

DEFINE THE PROBLEM

This bridge is structurally deficient and permits only one lane traffic. Structure will not carry legal axle loadings.

PROPOSED SOLUTION

Replace the structure with modern bridge capable of carrying legal loads.

REQUESTED, REGION ENGINEER X	DATE 7/31/84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PR ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Malheur River (Copeland) Bridge #45C150	KEY ID # 01912
	REGION 5

PROJECT JUSTIFICATION

Replacement of this structure has been a long standing priority of the County Court. The structure has been identified as structurally deficient, sufficiency rating is 21.9, and is shown on the National Listing of Deficient Structures.

The Bridge Selection Committee has shown this structure eligible for funding in FY 1985, which has been approved by the State Highway Engineer by delegated authority.

No detour structure is required for this project. Alternate roads are available and the section may be closed during construction.

This project is consistent with the established goal of replacing substandard structures by the Malheur County Court.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01912

SECTION Malheur River (Copeland)Bridge #45C150

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		**RELOCATIONS**	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES (LIST BELOW)

COMPANIES

Idaho Power

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	0

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							12	×	12							
							12		12							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Widening at bridge ends 14" Select PR					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	130'	24	137,000 ~~152,000.~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Frank E. [illegible]

Location Engineer

Date 2/11/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01912

SECTION Malheur River (Copeland) Bridge

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

Existing parallel county road may be used as detour. Otherwise, a temporary construction easement of less than one acre would be required for the project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only; the one nearby agricultural field would not be affected. This project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would not be affected. Safety is a primary concern, as existing structure is antiquated and deteriorated.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

In-stream bents will be required, but low summer flow levels will greatly reduce any potential for adverse impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human and physical impacts are anticipated.

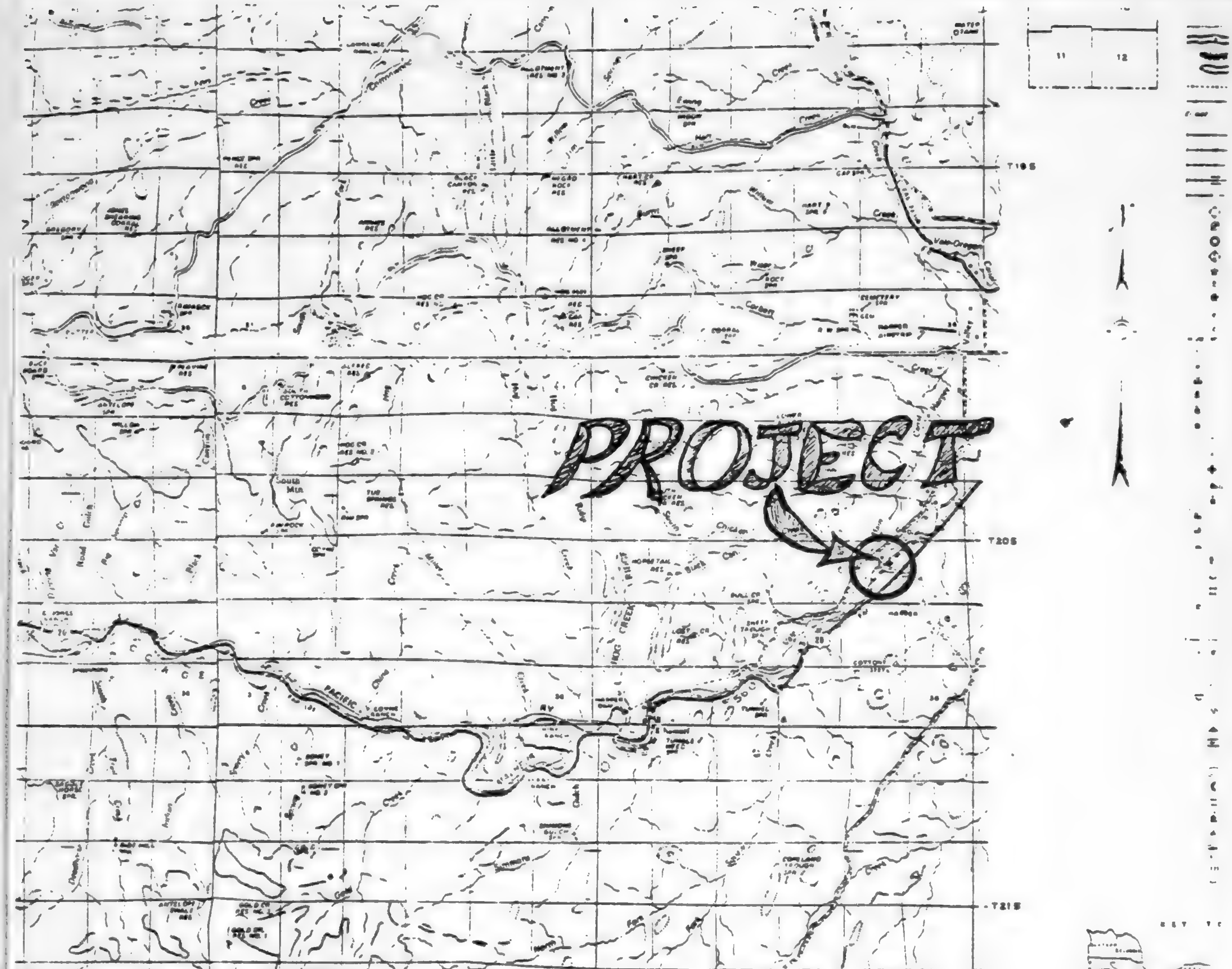
OTHER DOCUMENTATION

PREPARED BY X John Preston

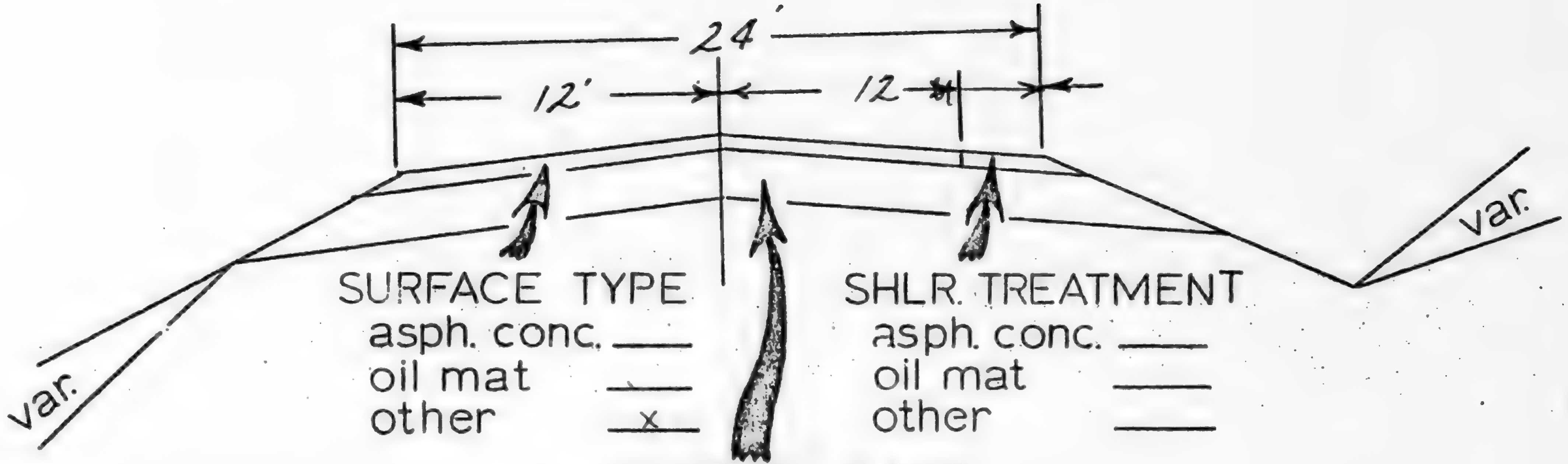
TELEPHONE NUMBER 963-3177

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE SEP 05 1984

734-1913 (7-82)


PROJECT
T19S
T20S
T21S
Creek
PACIFIC
R40E
R41E
GENERAL HIG
MALHEUR
ORE
PREPARE
OREGON STATE H
IN COOPERAT
U.S. DEPARTMENT
FEDERAL HIGHWA
SCALE
19

PROPOSED
TYPICAL SECTION



SURFACE TYPE
asph. conc. ____
oil mat ____
other x

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN x
CRUSHED AGG'R. ____

Note: Minor widening at
Bridge Ends required for
Guard Rail Connection

1985 NW Front Ave.-NW Yeon Ave. 10,143
Connection of 26th Ave. in Portland.
(Gr, pv, st, sign, ill & sig.) #1

C+A	8301	10-15-84 3-11-86
		10-7-85
RR	1197	9-24-85
	1206	9-24-85
	1214	4-7-86
	1232	6-2-86 6-26-86

10,145

RAMBERG INC.
12135 KENT - KANGLEY ROAD • KENT, WASHINGTON 98031
(206) 852-2050

General Contractor #RAMBEI • 157JJ

December 22, 1986

Oregon DOT
3259 N.W. 29th Ave.
Portland, Ore. 97210

Attn: Mr. Jerry Street Re: NW Yeon Ave. NW Front St.

Dear Mr. Street:

The following is a brief rundown on what has transpired over the past months concerning rejected material that has been painted:

1. State has admitted painting material per conversation with Jerry Street.
2. When State painted the material our supplier could not accept it as so state in their letter dated Sept. 11, 1986 (see attached).
3. Mr. Street complained that material was over priced - Ramberg, Inc. is discounting the material price 15% to expedite payment & cooperation.
4. The State has not, to this date, made an honest effort to negotiate payment of the stated costs involved. Granted other avenues of use for the material have been looked in to but far too much time has been spent on this idea.
5. The State has placed Ramberg, Inc. in a postion of jeopardy with our major supplier, Master Halco, by not paying for the said damages and deliberately stalling for time at my expense.
6. Ramberg, Inc. has made every effort to get Master Halco to take back the damaged material. The material was picked up by Ramberg, Inc. and delivered to Master Halco, where it was examined and rejected, therefore returning it to the sight.
7. Ramberg, Inc. is forced to seek help with State and Federal agencies i.e. State W.B.E. Officer, Federal E.E.O. officials and other necessary agencies to abtain payment.

Mr. Street, as per the last and final letter from Master Halco, dated Dec.16, 1986, in the interest of protecting my credit rating I too must insist on a prompt resolution of this matter. I hope to hear - from you on receipt of this letter.

Sincerely,
RAMBERG, INC.

Randa M. Bergsma

Randa M. Bergsma
President

RMB/rc

Enclosures: 8
cc: Mr. John Widmer,O.D.O.T., E.E.O. Officer
Mr. Larry Rulien, State Highway Engineer

Orig to Harwood 1/8
TAA

R

RECEIVED
STATE HWY ENGR

JAN 5'87

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

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RamBerg Inc.
GENERAL CONTRACTOR #RAMBEI* 157JJ
12135 KENT KANGLEY ROAD – KENT, WASHINGTON 98031
(206) 852-2050

INVOICE 0170

Invoice Date	Your Order No.	Our Order No
12/22/86		

SOLD TO:

Oregon DOT - Jerry Street
3259 N.W. 29th Ave.
Portland, Ore. 97210

SHIPPED TO: (if other than SOLD TO)

NW Yeon Ave. NW Front St.

Billing for painted fabric
& delivery of same.

Date Shipped	Salesman	Terms	Shipped Via	F.O.B

Quantity	Description	Unit Price	Amount
200	Bid Item 36-CL-4R Chain Link Fabric	$	$ 139.87
1650	Bid Item 37-CL6R Chain Link Fabric		3,814.00
1600	Bid Item 71-Chain Link Fabric		4,085.76
	MATERIAL DISCOUNT AT 15%		(1,205.94)
5 hrs.	2 Men Load/Unload Fabric	14.34hr	153.80
	WORK BENEFITS:		
	FICA	.0715	10.28
	SUTA	4.69%	66.74
	FUTA	.008	1.15
	L & I	1.0961hr.	10.96
2	Truck Rental - 1 Day	100.00	200.00
2	Truck-Gas	20.00	40.00
	SUB-TOTAL		7,315.92
	OCT. 86' SERVICE CHARGE @ 1.5% MONTHLY		109.73
			7,425.65
	NOV. 86' SERVICE CHARGE @ 1.5% MONTHLY		111.38
			7,537.02
	DEC. 86' SERVICE CHARGE @ 1.5% MONTHLY		113.05
	TOTAL		7,650.08

Item # NV673T Wheeler Group Inc 1979

REORDER ITEM # NV673T

ORIGINAL

FOLD AT (–) TO FIT DRAWING BOARD ENVELOPE # EW9CW

Master-Halco, Inc.

19240 E. VALLEY HWY., P.O. BOX 1226, KENT, WA 98032 • TELEPHONE: (206) 872-7260

16 December, 1986

RAMBERG INC.
12135 Kent-Kangley Road
Kent, WA 98031

Ref: Yeon Project
Portland, Oregon

Gentlemen:

On September 11, 1986 I wrote to you regarding material which had been destroyed by the State of Oregon. As I understand from recent conversations, this matter remains unresolved. I would like to reiterate the position of Master-Halco.

Quite simply, Master will not accept a return of this material. As you are aware, we inspected the Truckload of material brought back in September and based on that inspection refused delivery. If you or the State are interested in painting this material or pursuing one of the other alternatives proposed back in September, that is up to you. Master-Halco will not jeopardize its postion in the industry by selling reject material.

We agreed to work with you in resolving this matter and in that regard gave you an extension on payment terms for the disputed material. I have been advised by our corporate Credit Manager in Los Angeles that unless we receive payment by the first of the year (i.e. Jan. 1, 1987), we will be unable to release any more material to you.

In the interest of protecting your credit rating with us and avoiding further action, we would appreciate a prompt resolution of this matter.

Yours very truly,
MASTER-HALCO, INC.

Christian Lundberg
Office Manager

CL:dc

MASTER HALCO

CORPORATE OFFICE: POST OFFICE BOX 365, 110 EAST LA HABRA BOULEVARD, LA HABRA, CALIFORNIA 90631 • (213) 694-5066

RAMBERG INC.
12135 KENT - KANGLEY ROAD • KENT, WASHINGTON 98031
(206) 852-2050

General Contractor #RAMBEI • 157JJ

12/1/86

Oregon State D.O.T.
5558 S.E, International Way
Milwaukee, Ore. 97222

Re: N.W. Front Ave.-N.W. Yeon Ave.
Contract #10143

Gentlemen:

This letter is in regards to invoice #0271 and #0286 both for damages incurred by the D.O. T. of Oregon. Both of these invoices have been ignored which leaves me with no other choice than to inform you that if payment for these invoices is not submitted immediately, further action will be taken up with the E.E.O. Officer in charge with the Womens' Business Enterprises in the State of Oregon to collect.

I'm sure you are aware that bills are to be met in a timely fashion and I have bills to pay that if not paid immediately will effect my business credit standings.

If I am not in receipt of this money immediately I will be forced to take the necessary measures to collect.

Sincerely,
RAMBERG, INC.

Randa M. Bergsma

Randa M. Bergsma
President

cc: Coates Construction

RamBerg Inc.
GENERAL CONTRACTOR #RAMBET 157JJ
12135 KENT KANGLEY ROAD - KENT, WASHINGTON 98031
[redacted]

INVOICE

0286

Invoice Date	Your Order No.	Our Order No
10/29/86		

SOLD TO:

- Oregon DOT
- 3259 N.W. 29th Ave
- Portland, Ore

SHIPPED TO: (if other than SOLD TO)

- NW Yeon Ave. NW Front St.
- Billing for painted fabric & delivery of same.

Date Shipped	Salesman	Terms	Shipped Via	F.O.B.

Quantity	Description	Unit Price	Amount
200	Bid Item 36-CL-4R Chain Link Fabric		139.87
1650	Bid Item 37-CL-6R Chain Link Fabric		3814.00
1600	Bid Item 71-Chain Link Fabric		4085.76
5 hrs.	2 Men Load/Unload Fabric	14.38	153.80
	FICA	.0715	10.28
	SUMA	4.69%	66.74
	FUTA	.008	1.15
	L & I	1.0961 Hr	10.96
2 trucks	Truck Rental	100.00	200.00
	Gas	20.00	40.00
			$ 8452.56
	Additional service charge of 1.5% on unpaid balance -		126.78
	TOTAL		$ 8579.34

Item # NVR73T © Wheeler Group Inc 1979

REORDER ITEM # NVR73T

TRIPLICATE

Service charge @ 1.5% [illegible] on bal - Nov 30 — 8579.34
128.69
8708.03

FOLD AT (–) TO FIT DRAWING BOARD ENVELOPE # EW9DW

RamBerg Inc.
GENERAL CONTRACTOR #RAMBEI*157JJ
12136 KENT KANGLEY ROAD - KENT, WASHINGTON 98031
[illegible]

INVOICE 0354

Invoice Date	Your Order No	Our Order No

SOLD TO:

Oregon DOT
3259 N.W. 29th Ave.
Portland, Ore.

SHIPPED TO: (if other than SOLD TO)

NW Yeon Ave. NW Front St.
Billing for painted fabric

ate Shipped	Salesman	Terms	Shipped Via	F.O.B.
		Due on receipt of invoice		

Quantity	Description	Unit Price	Amount
	Invoice Dated 10/29/89 #0286		$8579.34
	Nov. 86' Service Charge @1.5% a month on unpaid balance		128.61
	TOTAL DUE 12/1/86		$8708.03

em # NVR73T © Wheeler Group Inc. 1979

REORDER ITEM # NVR73T

TRIPLICATE

OLD AT (-) TO FIT DRAWING BOARD ENVELOPE # EW9DW

RamBerg Inc.
GENERAL CONTRACTOR #RAMBET 157JJ
12136 KENT KANGLEY ROAD - KENT, WASHINGTON 98031
[illegible]

INVOICE

0271

Invoice Date	Your Order No.	Our Order No

SOLD TO:

- Oregon DOT
- 3259 N.W. 29th Ave.
- Portland, Oregon

SHIPPED TO: (if other than SOLD TO)

- NW Yeon Ave.-NW Front St.
- Billing for painted fabric & delivery of same
-

ate Shipped	Salesman	Terms	Shipped Via	F.O.B.

Quantity	Description	Unit Price	Amount
200	Bid Item36-CL-4R Chain Link Fabric		139.87
1650	Bid Item37-CL-6R Chain Link Fabric		3814.00
1600	Bid Item71-Chain Link Fabric		4085.76
5 hrs.	2 Men Load/Unlaod Fabric	14.38	143.80
	FICA	.0715	10.28
	SUMA	4.69%	6 6/74
	FUTA	.008	1/15
	L&I	1.0961hr.	10.96
	A service charge at 1 ½% par month on unpaid balance-date charge is affective beginning 9/15/86 date of invoice. Ramberg, Inc. should be in receipt of payment within 30 days from notice.		
	All material at Douglas Coates yard at project site.		
2 trucks	Truck Rental	100.00	200.00
	Gas (Seattle-Portland)	20.00	40.00
	TOTAL THIS INVOICE		$ 8452.56

NV8731 © Wheeler Group Inc. 1979

REORDER ITEM # NVR73T

TRIPLICATE

OLD AT (–) TO FIT DRAWING BOARD ENVELOPE # EW9DW

RAMBERG INC.
12135 KENT - KANGLEY ROAD • KENT, WASHINGTON 98031
(206) 852-2050

General Contractor #RAMBEI • 157JJ

9/29/86

Coates Construction
P.O. Box 10830
Portland, Ore. 97210

RE: Claim
Damaged Material

N.W. Front Ave.-N.W. Yeon Ave.
Contract # 10143

Gentlemen:

This is a written statement describing the act of commission by the State of Oregon Department of Transportation:

A. CLAIM - All chain link fabric rejected by the OSDOT due to insufficient coating was spray painted.

1. 9/4/86 - All chain link wire to be returned to Master/Halco (supplier) from Yeon Project rejected by OSDOT inspector Lew Eng was painted black on all rolls of fabric.
2. 9/4/86 - Ramberg, Inc. representative Jim Hammon (fence erector) informed Ramberg that OSDOT inspector "Larry" was quoted as saying he didn't care about the material because it failed testing and it shouldn't be on the project.
3. 9/5/86 - Dan Allum/Coates Construction talked to assistant resident engineer from OSDOT and he had no answer to the problem. The assistants name was Roger Kachina.
4. 9/8/86 - Ramberg, Inc. called resident project engineer Jerry Street. It was discussed that by OSDOT painting the existing fabric all commercial value was destroyed and because of this our supplier Master/Halco could not and would not accept the fabric It would be in Ramberg's best interest thate we were paid for the said fabric by the OSDOT orthat the OSDOT must work out an agreement with Master/Halco to accept the material and compensate Ramberg for any and all costs incurred by OSDOT's actions.
5. 9/11/86 - Ramberg, Inc. received letter from Master/Halco explaining their stand on this issue.

May I please hear from you in the immediate future on this issue, also please see attached copies.

Sincerely,
RAMBERG, INC.

Randa M. Bergsma
President

Enc.: 2

RAMBERG INC.
12135 KENT - KANGLEY ROAD • KENT, WASHINGTON 98031
(206) 852-2050

General Contractor #RAMBEI • 157JJ

September 12, 1986

Douglas Coates Construction
P.O. Box 10830
Portland, Oregon 97210
Attention: Dan Allum

RE: Oregon State Dept, of Transportation Painting of Chainlink Materials

Dear Dan,

As you know,the Oregon State Deptartment of Transportation, for what ever reason, decided to paint Ramberg Inc.'s chainlink materials that was and still is partially stored on your project site.

Why this was done, we do not know, but by doing so, they (O.S.D.O.T.) destroyed all commercial value of the material in that our supplier will not accept the material back for credit as was planned. Our supplier, Master Halco Inc. as written us a letter regarding this matter and a copy is attached.

Ramberg Inc. brought two truck loads of materials back to our supplier from the site and that material is currently at our yard. This will be brough back to the site probably this next week.

At this point, it is our position that the O.S.D.O.T. must pay for the chainlink material and the cost of movingthe material back to the site. The material will then become property of the O.S.D.O.T.

Ramberg Inc. will expect payment in full with no retention for this material as it now is not part of the contract. The total amount that is due to Ramberg Inc. is $ 8,039.63 as indicated on the enclosed invoices.

Ramberg Inc. will also expect payment of the existing new chainlink fabric which is now on the project site. That amount will be as also indicated on the invoice in the amount of $ 8,039.63. This amount will be part of the contract.

Any service charges charged by Master Halco Inc. to Ramberg Inc. because of delay in payment from the O.S.D.O.T. will be due and payable from that agency.

If you have any questions, please call or write.

Thank you

Randa M. Bergsma
President-Ramberg Inc.

Master-Halco, Inc.

19240 E. VALLEY HWY., P.O. BOX 1226, KENT, WA 98032 • TELEPHONE: (206) 872-7260

11 Sept., 1986

RAMBERG, INC.
12135 Kent-Kangley Road
Kent, WA 98031

Ref: Material Return
YEON Project

Gentlemen:

The purpose of this letter is to further clarify the position of Master-Halco, Inc. in regard to the return of material.

We will accept for return and credit material in the same condition as originally delivered: new and resalable.

In the case of the chainlink fabric returned from the above referenced Yeon project, the material had apparently been spray painted by the State of Oregon to denote rejection of said material. Upon inspection in our yard, I found the material to be unfit for resale. As a Wholesale manufacturer and Supplier, Master is not in the business of selling salvage.

The many possibilities for repairing the damage done (i.e. spray painting with silver, cutting the material down to a different height, etc.) suggested to you by the State of Oregon are of course viable solutions for salvaging at least part of the original value of the material. However, Master-Halco is not interested in being a party to this. Our customers, such as Ramberg, Inc. expect to receive new, quality fabric and materials from us.

I trust this will help to clarify our position on this matter. If I can be of any further assistance, please do not hesitate to contact me.

Yours very truly,
MASTER-HALCO, INC.

Christian Lundberg
Inside Sales Representative

MASTER HALCO

CORPORATE OFFICE: POST OFFICE BOX 365, 110 EAST LA HABRA BOULEVARD, LA HABRA, CALIFORNIA 90631 • (213) 694-5066

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen
Commission Services

DATE: August 18, 1986

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Easement Document
N.W. Front Ave. - N.W. Yeon
Ave. Connection
Multnomah County
R/W File 54598
ODOT Agreement No. RR-1197

RAILROAD COMPANIES
FILE No. 1197

Attached is the State's fully-executed copy of an Easement Document relating to the subject project.

RDT:jr

cc: D. E. Wilken w/copy
J. B. Boyd w/copy
Steve Green w/copy
Rick Kuehn w/copy
Jerry Street w/copy

NOTE TO BOYD: My July 30 letter to Mr. Myhr asked you to have a check for $1,000 sent to Mr. Myhr. On that letter, however, I had a wrong Right of Way file number. The number shown above is correct. If you have not already done so, please arrange for the $1,000 Administrative processing fee to be sent to Mr. Myhr and send me the recording data when it is available.

RECEIVED
AUG 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

1) On June 2, 1986, approved a personal service contract with Wilsey and Ham for land surveying services on Ambler Road Section of the Cascade Highway in Clackamas County, at a cost not to exceed $3,550. Time Period: May 12, 1986, through June 12, 1986.

MISC. CONTRACTS and
AGREEMENTS No. 8201

2) On June 9, 1986, approved adding the project for installation of traffic control signals on The Dalles-California Highway at Empire Way in Deschutes County to the 1986 Construction Program using State Highway Engineer's Discretionary Funds. Cost estimate at $75,000. (Approved by W. E. Schwartz for State Highway Engineer.)

3) On June 16, 1986, approved an amendment to a Special Use Permit with the U. S. Forest Service for the Steamboat Work Center in Douglas County. Amendment extends the agreement to December 31, 1986.

4) On June 26, 1986, approved a personal service contract with Computer Support Services for training in mechanics and usage of computer software systems in the Region 3 Right of Way Offices, at a cost not to exceed $487.20. Time Period: July 1, 1986, through December 31, 1986.

5) On June 30, 1986, approved a grant adjustment notice with Traffic Safety Commission for a six-month time extension covering the video tape duplication center.

6) On July 7, 1986, approved an Addendum to a work experience agreement with Umpqua Training and Employment, Inc., expanding the number of participants to a total of six.

7) On July 10, 1986, signed a personal service contract with V.H.S. Associates, Inc., for developing a methodology to determine the proper contract scheduling time for construction of highway projects at an estimated cost of $40,000. (Approved by Transportation Commission on January 21, 1986.)

8) On July 10, 1986, established a 45 MPH speed zone on the Springfield-Creswell Highway No. 222 in Lane County from M.P. 13.86 to M.P. 14.43 in the city limits of Creswell. (Speed Zone Order No. 934.)

9) On July 10, 1986, signed Supplemental Agreement No. 2 with CH2M-Hill Northwest, Inc., for engineering services on the N.W. Front-N.W. Yeon Connection in Multnomah County. Amendment changes compensation for extra work in the amount of $26,327 raising the total amount of extra work to $69,053. Total project cost now is $257,080. (Original agreement approved by Transportation Commission on May 15, 1984.)

10) On July 14, 1986, approved an amendment for a research contract with Oregon State University to conduct a study entitled "Procedures for Controlling the Effect of Incremental Tire Pressure on Asphalt Pavement Damage". Amendment extends the completion time from August 22, 1986, to December 31, 1986. The cost of the project will be within the original contract; no additional funds are required. (Approved by W. E. Schwartz for State Highway Engineer.)

11) On July 16, 1987, approved an Amendment No. 2 to a cooperative agreement with the U. S. Department of Commerce, National Ocean and Atmospheric Administration, covering the employment of a Geodetic Advisor. Amendment extends the program from October 1, 1986, to September 30, 1987, and changes the clause concerning charges for late payments, which no longer applies to States. (Approved by W. E. Schartz for State Highway Engineer.)

12) On July 18, 1986, approved an amendment to a letter agreement with W.A.C. Corp., Inc., for aerial photography for the Highway Division. Amendment increases the project cost from $80,091.30 to $130,000. The increase will take effect immediately and will continue during the term of the contract beginning on June 25, 1986, through June 30, 1987. (Approved by W. E. Schwartz for State Highway Engineer.)

13) On July 18, 1986, signed a personal service contract with Stuntzner Engineering and Forestry for engineering services in geographical area 3-Coquille. Cost $20,000. (Approved by Transportation Commission on April 15, 1986.)

14) On July 20, 1986, signed an agreement with the Bureau of Indian Affairs for surveying of no-passing zones on the Warm Springs Reservation. (Approved by Transportation Commission on July 31, 1984.)

15) On July 20, 1986, approved Supplemental Agreement No. 1 with Broome, Oringdulph, O'Toole, Rudolph, Boles & Associates to cover extra work for the design of the Materials Testing Lab in Salem at a cost of $4,800. New amount of contract will be $313,614.00.

16) On July 20, 1986, signed two personal service contracts with David Evans and Associates, Inc., for construction engineering in geographical area 4-Bend at a cost of $55,000 and geographical area 5a-Hermiston at a cost of $7,000. (Approved by Transportation Commission on April 15, 1986.)

17) On July 21, 1986, approved an intergovernmental service agreement with Portland State University for a course in introduction to geologic terrain beginning September 4 and ending September 5, 1986, at a cost of $1,000.

18) ~~On July 21, 1986, approved an intergovernmental service agreement with Portland State University for a course in introduction to geologic terrain beginning September 4 and ending September 5, 1986, at a cost of $1,000.~~

19) On July 23, 1986, signed a personal service contract with Jack Burris Surveying for construction engineering services in geographical area 5B-La Grande at a cost of $4,000. (Approved by Transportation Commission on April 15, 1986.)

20) On July 24, 1986, approved the annual program for grooming of snowmobile trails for the period of July 1, 1986, through June 30, 1987.

21) On July 24, 1986, approved an intergovernmental service agreement with Oregon Institute of Technology for a small engine seminar on October 28, 1986, at a cost of $290.

22) On July 24, 1986, approved an intergovernmental service agreement with the Oregon Institute of Technology for an arc welding seminar on October 22, 1986, at a cost of $375.00.

23) On July 28, 1986, approved Supplemental Agreement No. 1 with Oregon State University to extend their project for the tire pressure and pavement damage to December 31, 1986.

24) On July 31, 1986, signed Supplemental Agreement No. 2 with CH2M Hill covering the Ten Mile Passing Bay/Wildwood Drive Left-Turn Lane, Oregon Coast Highway, Coos County, and the McKenzie Highway Passing Bays, Lane County. This supplement covers additional work on the McKenzie Highway Passing Bay Project and increases the price by $8,641.23 to a new total of $90,460.43. The contract time is increased 60 calendar days for both projects for a new total of 343 calendar days. (Approved by Transportation Commission on July 31, 1984.)

25) On July 31, 1986, signed Supplemental Agreement No. 2 with CH2M Hill Northwest, Inc., for preliminary engineering and environmental assessment on the Sunset Highway/Cornell Road Interchange Project. The supplement covers extra work in the amount of $10,561.86. (Project previously approved by Transportation Commission on March 20, 1984.)

26) On July 31, 1986, approved an agreement with Tri-Met for the maintenance and operations of the Banfield Transitway Project from N.E. 16th Avenue to East Burnside Street in Multnomah County.

27) On August 4, 1986, approved a personal service contract with Northwest Testing Laboratories, Inc., for core samples at Station 427+20 (M.P. 1044) of the Lower Columbia River Highway in Multnomah County. Cost $997. Time Period: August 14, 1986 - August 31, 1986.

28) On August 4, 1986, approved an agreement with Baker County for the control of noxious weeds on State Highway right of way.

Larry W. Rulien, State Highway Engineer

Dated this 13 day of August, 1986

8-13-86

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 12, 1986
IN REPLY REFER TO

HBR-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-9301(2)
Inspection

Enclosed is a process review of Fought & Company steel fabricators for girders of the N. W. Front Ave - Yeon Ave. structure in the industrial area of Portland. We find the fabrication control excercised by ODOT excellent.

Some initial difficulties were experienced in the consultant detailing but this was corrected by timely discussion and correspondence. Some shop overdesign of stiffener fillet weld was initially found and corrected. Some welded stiffeners had extra weld material on the ends. This was very minor and of no concern but when extensive could create a higher concentration of stress in high stress areas and possible future web cracking. Some grinding (in the direction of stresses) on flame cut edges was necessary before acceptance.

The project was well managed by both the State and fabricator and you and your staff are to be commended.

Sincerely yours,

Hatchell
For Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
AUG 13 '86
REFER TO
FOR

Info	Inves	R/D	[illegible]	Sign	Act	File

Enclosure
Process Review

cc:
OSHD (G. A. Potter, Program)
OSHD (W. J. Hart, Bridge)w/encl ✓
OSHD (C. O. Fredrickson, Const)w/encl ✓
OSHD (D. Wackerbarth, Mtls) w/encl ✓

PROCESS REVIEW
STRUCTURAL STEEL FABRICATION
N. W. FRONT AVE. - YEON AVE. CONNECTION
OREGON PROJECT IX-9301(2)
COST $5,043,237

Project Description

This bridge project was awarded on November 19, 1985. The work mainly involves the 5 units of structure work described below.

Units 1, 2 and 4 - 859' of structure are precast prestressed beams varying from 68' to 87' in span length.

Unit 5 - 103' of structure are CIP concrete slabs 32' to 38' in span length.

Unit 3 - 454' of structure is composed of three steel (A36) plate girder spans (122'-208'123'). They are continuous over piers 8 and 9 and that fabrication is the subject of this review.

Span 8 is a plate girder partially tapered in depth (123'± long) with a minimum horizontal radius of 185.2'.

Span 9 is a haunched plate girder straight and 204' long.

Span 10 is a plate girder partially tapered in depth, about 123' long.

The report is divided into four sections including the summary.

1. Fabrication Plans/Welder Certifications
2. Shop Inspection
3. Quality Control
4. Summary

1. FABRICATION PLANS/CERTIFICATIONS

The steel project materials files were reviewed May 14, 1986 at the State Materials office in Milwaukie with Walt Egar, Welding Engineer and Don Wackerbarth, Chief Materials Inspector; OSHD and Herb Schell; FHWA.

Shop plans from the fabricator were submitted to the consultant, CH2M-Hill, in February (2-15-85) and finally accepted in June (June 2, 1986). During this period the State exchanged a letter with the consultant CH2M-Hill (Exhibits 5 & 6) encouraging him to implement a more complete shop plan review. Some weld sizes, tight fit of stiffeners (rather than weld) etc. were changed to meet current AASHTO weld practices.

Welder certification has been ongoing for State work at this plant (Faught Steel Fabricators). There are 25 certified welders (Exhibit 3) working on State work. Attached is an example of a typical certification sheet (Exhibit 2). All of this data is on file in the State's Materials office and at the shop in a separate office occupied by both the State and the fabricators Quality Control (QC) person.

2. SHOP INSPECTIONS

The shop inspection review was performed July 9, 1986 with Don Wackerbarth, Larry Miller, Les Hartman, Walt Egar, and Jerry Street; ODOT and Herb Schell, FHWA. Les Harman is the chief plant inspector. He has several years with a fabricator and about 3 years (Exhibit 7) with the State as the welding inspector. The following items were being accomplished by the fabricator during this review.

Flange plate welding,

Web to flange welding,

Stiffener weld preparation,

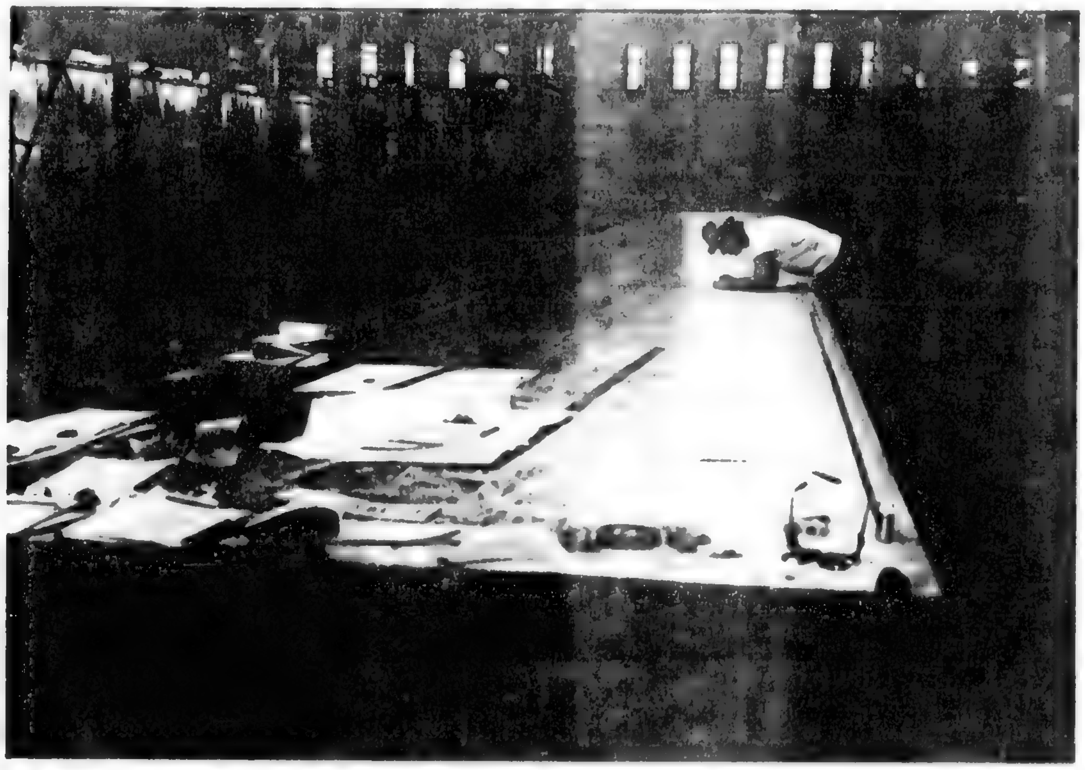
Fillet weld cleanup, and

Painting and touchup.

Plant Sequence

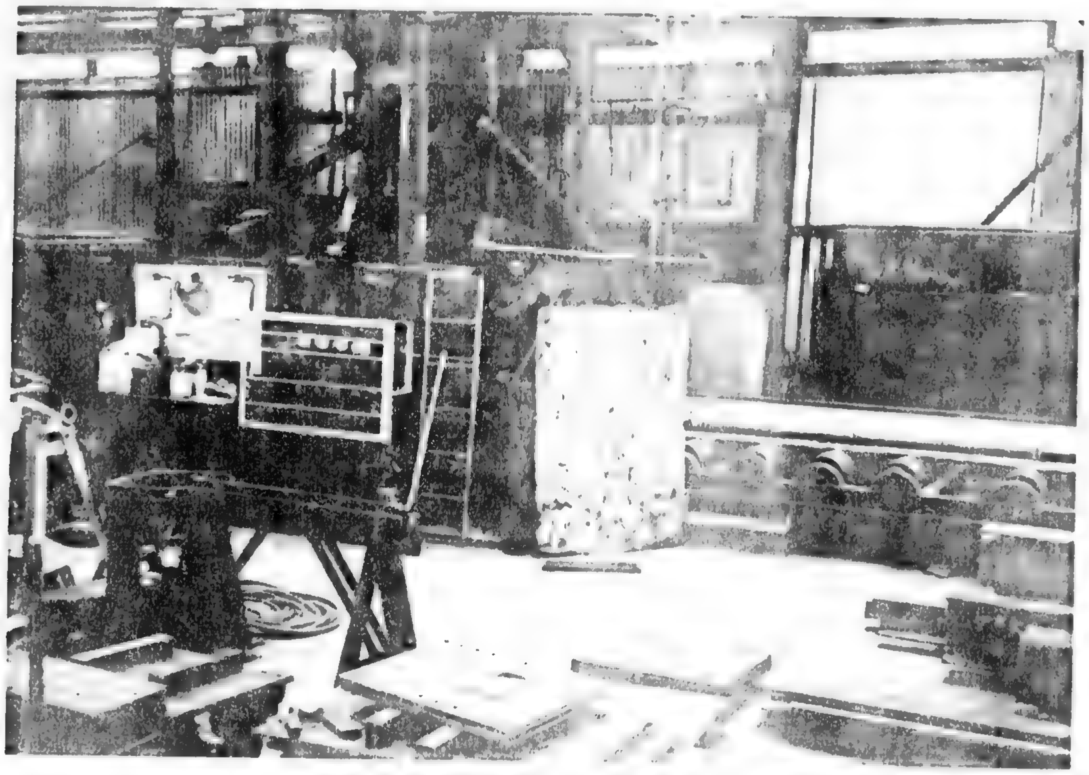
All materials initially stored outside the shop are stamped or painted with the heat numbers on each piece. This information is on the Fabricators manifest.

The pattern maker then details the section in full size in his loft area.



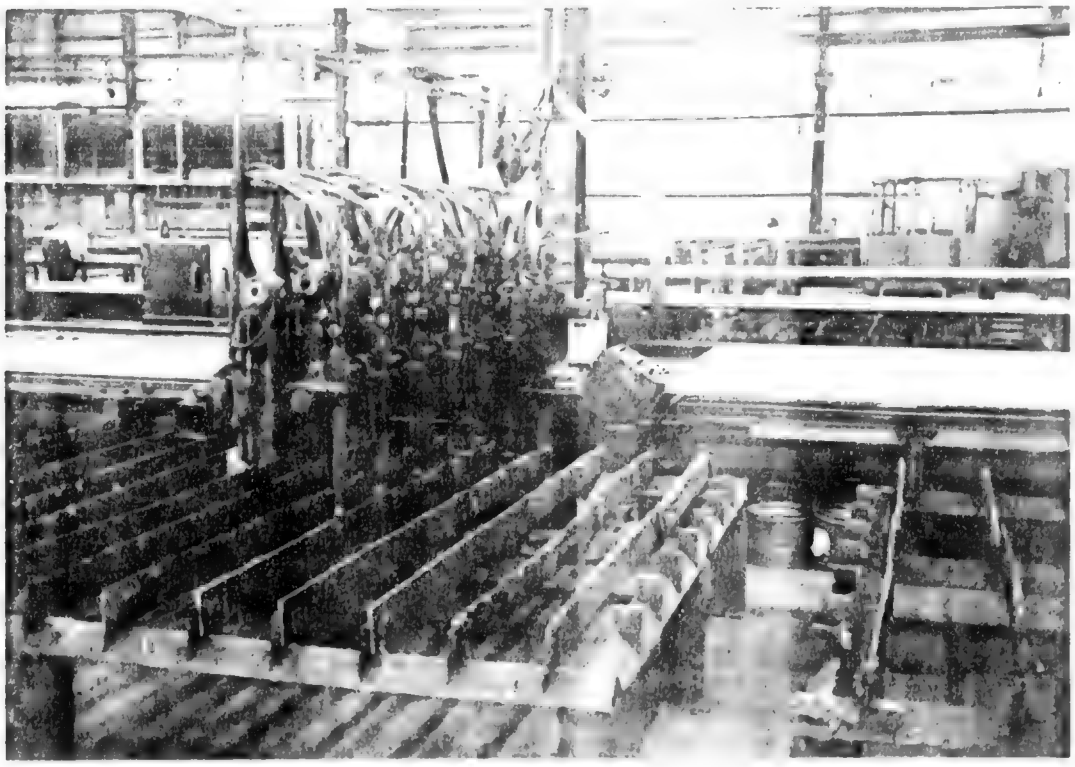
No. 1. Pattern maker at work.

The material is then transfered from the storage area to the shop for cleaning with the wheelebrator.



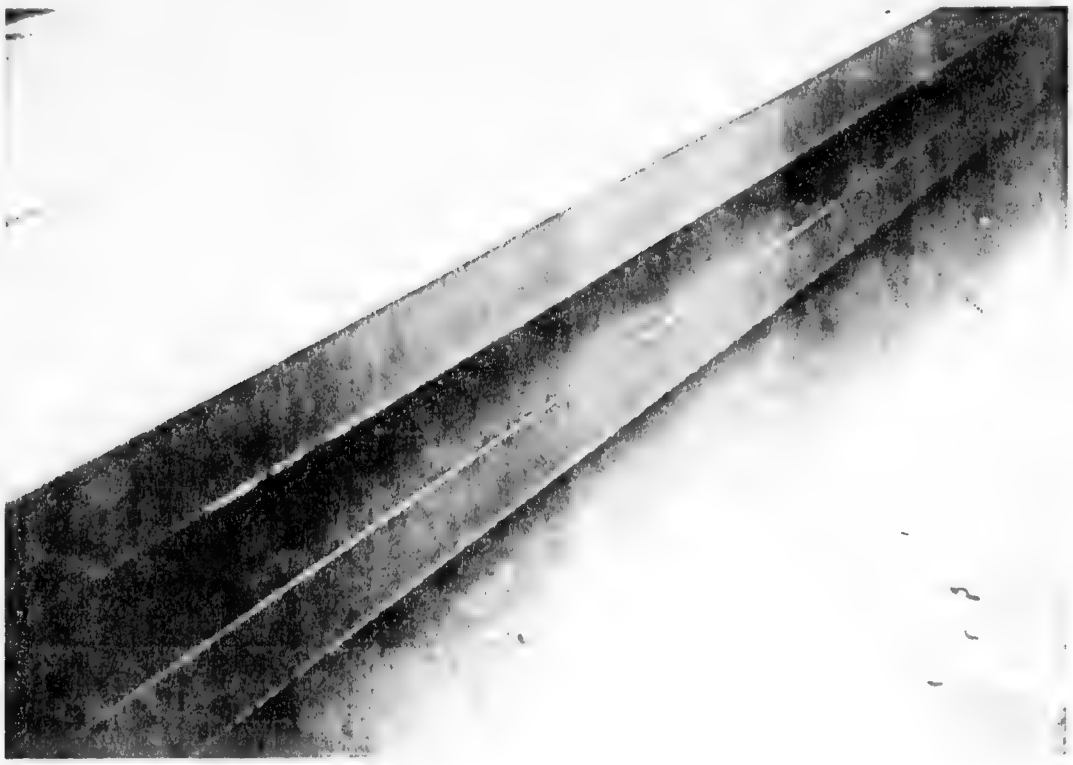
No. 2. Wheelebrator.

It is then set on the table for flame cutting from the pattern maker details which are recorded for the automatic machine cutting.



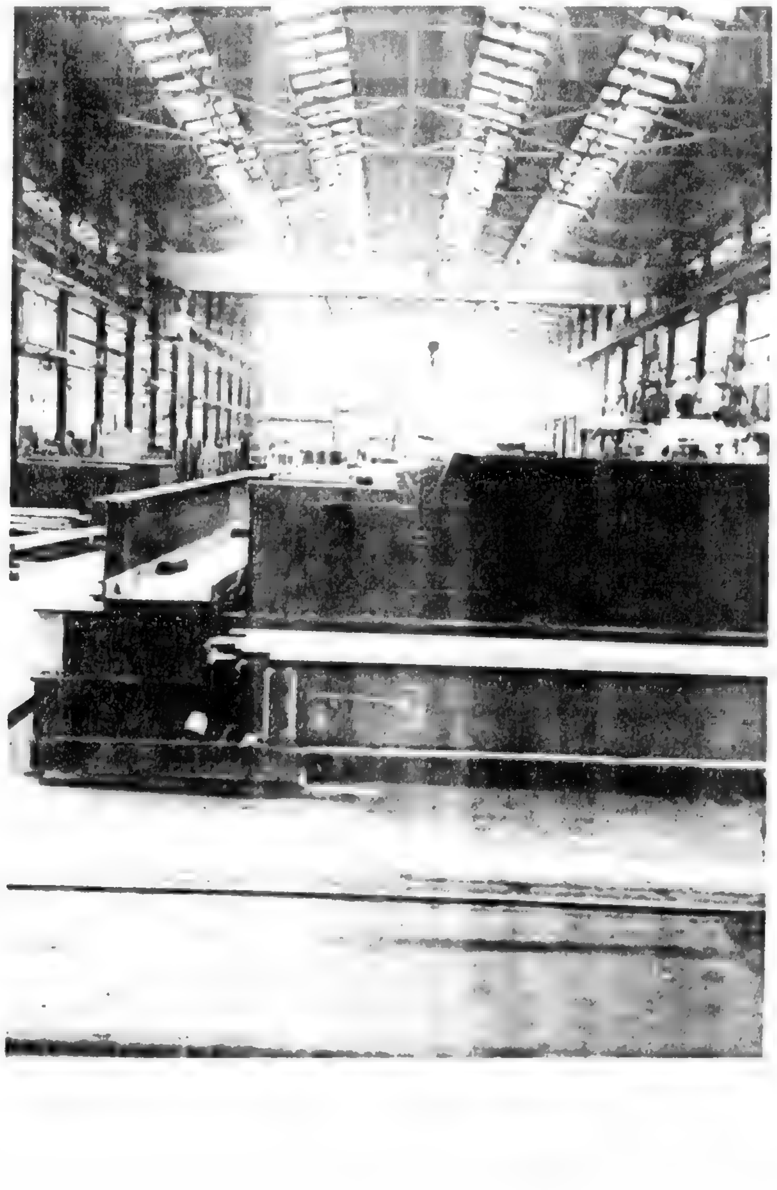
No. 3. Flame cutting bed.

Edges are vey clean indicating correct flame distance, current and speed.



No. 4. Flame cut edge.

The steel web section is then placed in a jig with the correct radius.

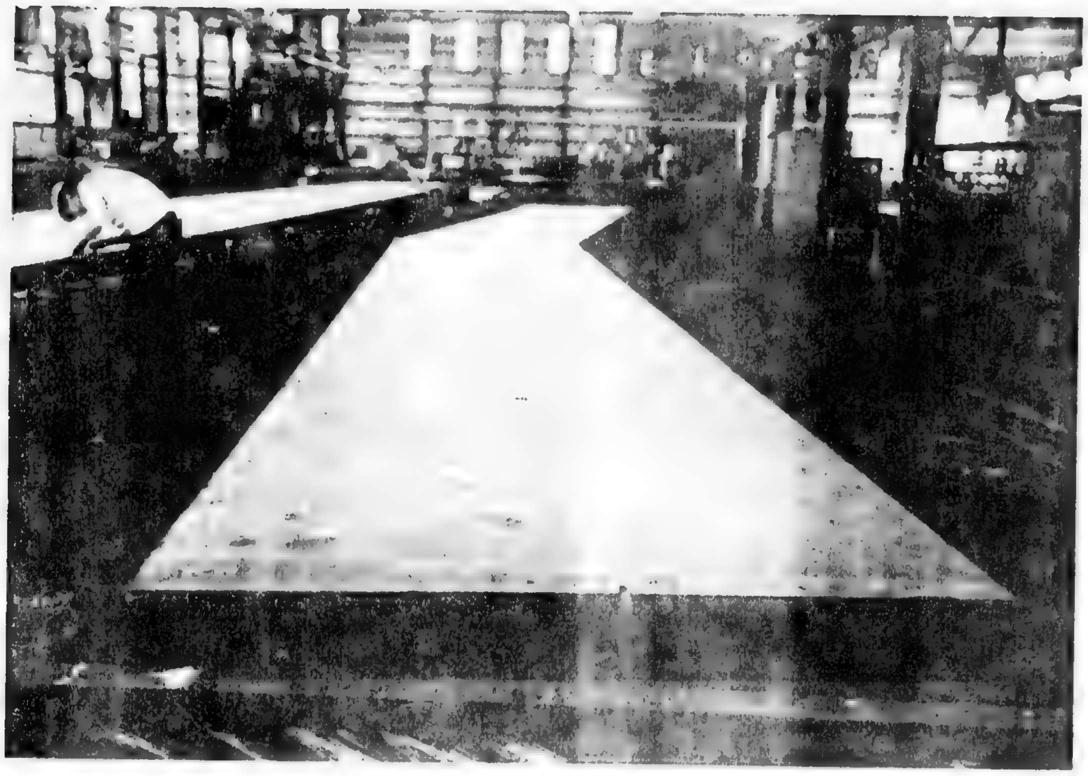


No. 4A. Girder Web Jig.

No. 5. Girder Web Jig.

The flanges are checked and straightened if needed in preparation for welding and matched.

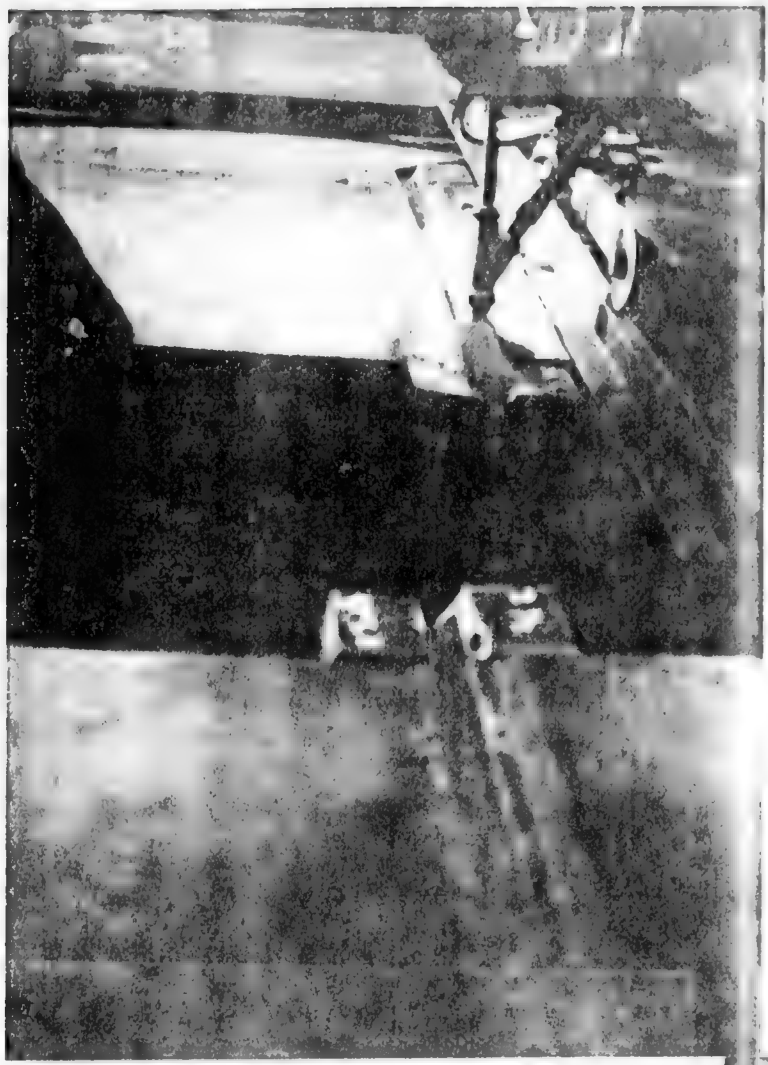
No. 6. Straightening flange.



No. 7. Matching flange just before welds.

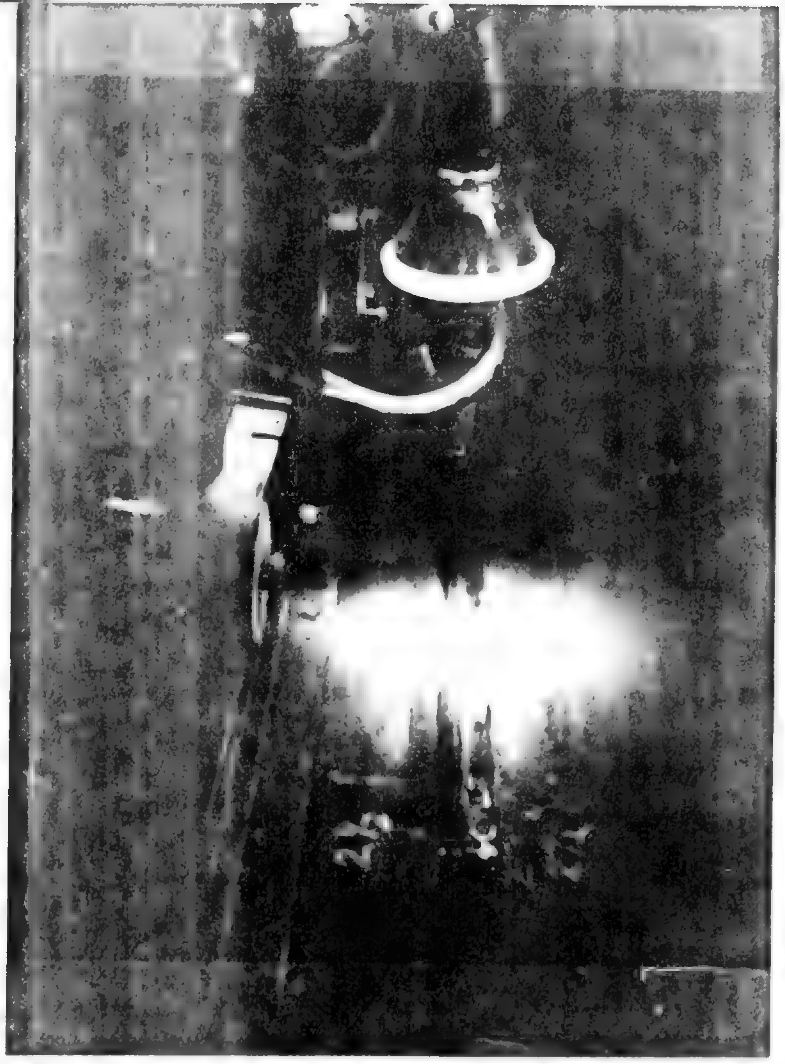
Weld run off tabs are tack welded in place and the SAW process is started.

No. 8. Run off tabs.



No. 9. Flange welding.

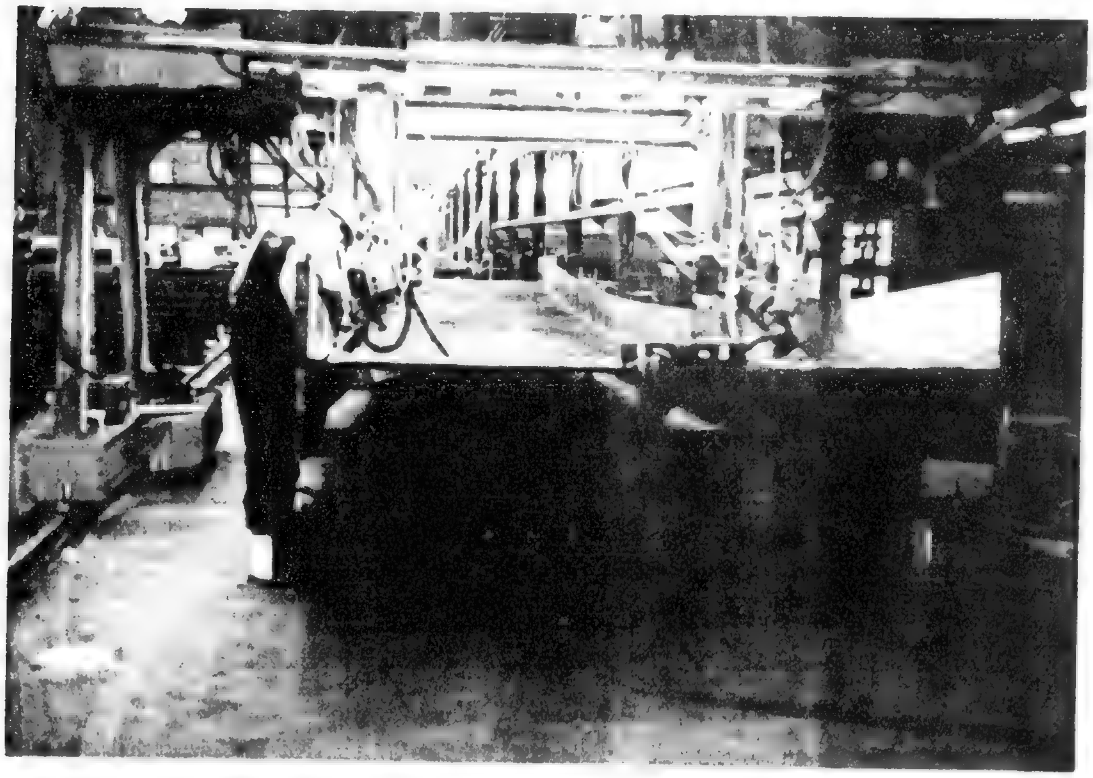
Good lighting is available for welder review.



No. 10. Light on flange weld.

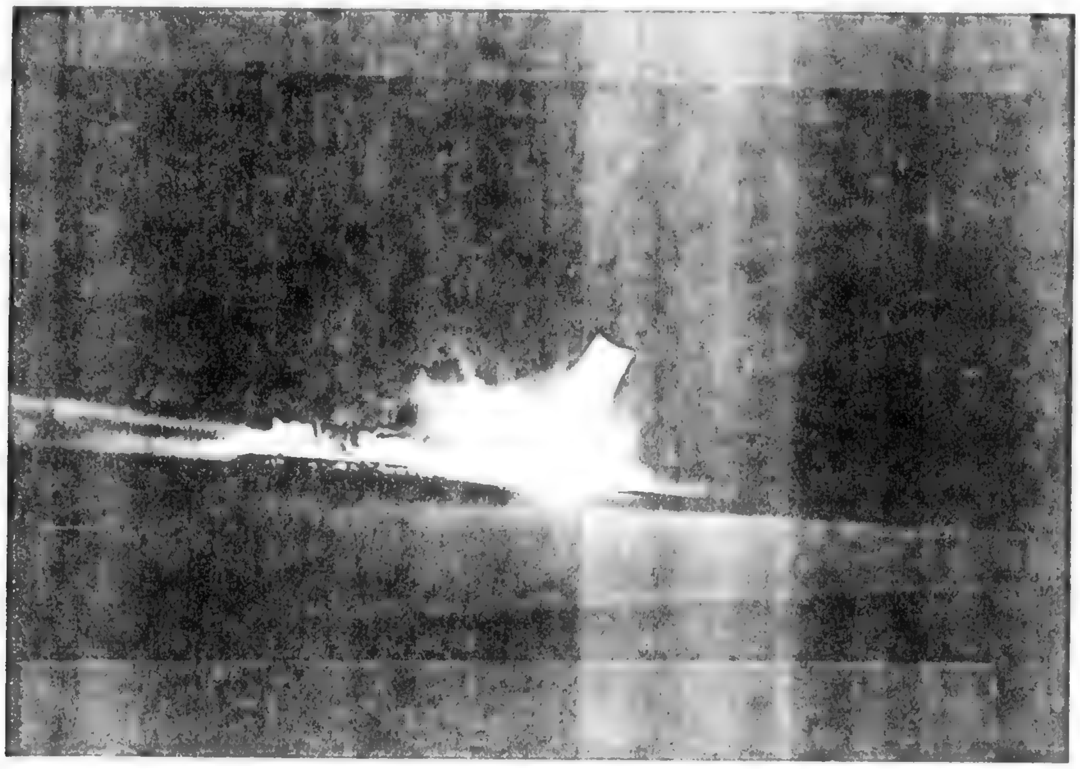
Flange plate girder C-21 with heat number 90B058 was being welded at this time. Flange plate radiograph 71 was examined in the shop and found cross referenced and acceptable. Out of 73 flange welds only one was back gouged and rewelded. This shows the excellent QC exercised by the fabricator.

The web and flange are then tack welded according to the jig and placed into position for automatic fillet welding.

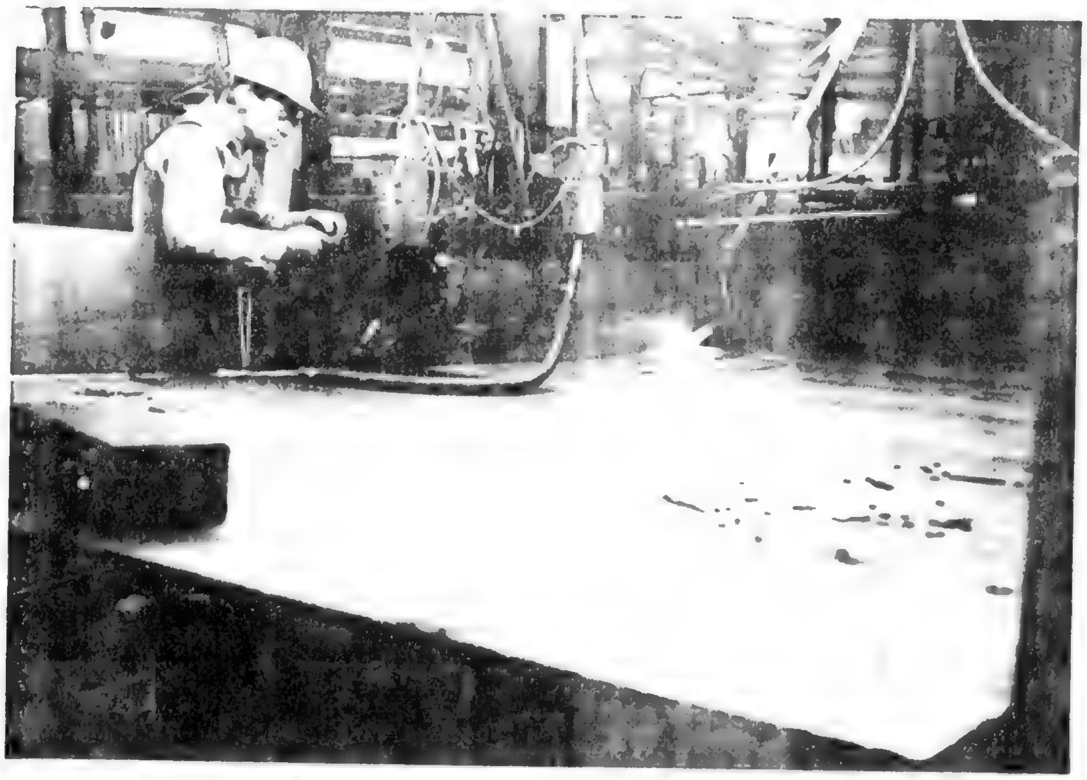


No. 11. Preparation for web to flange weld.

The web to flange automatic welding process was reviewed. The pictures show the preheat application (Photo #12), weld surface preparation and weld process (Photo #13).



No. 12. Preheat web to flange.



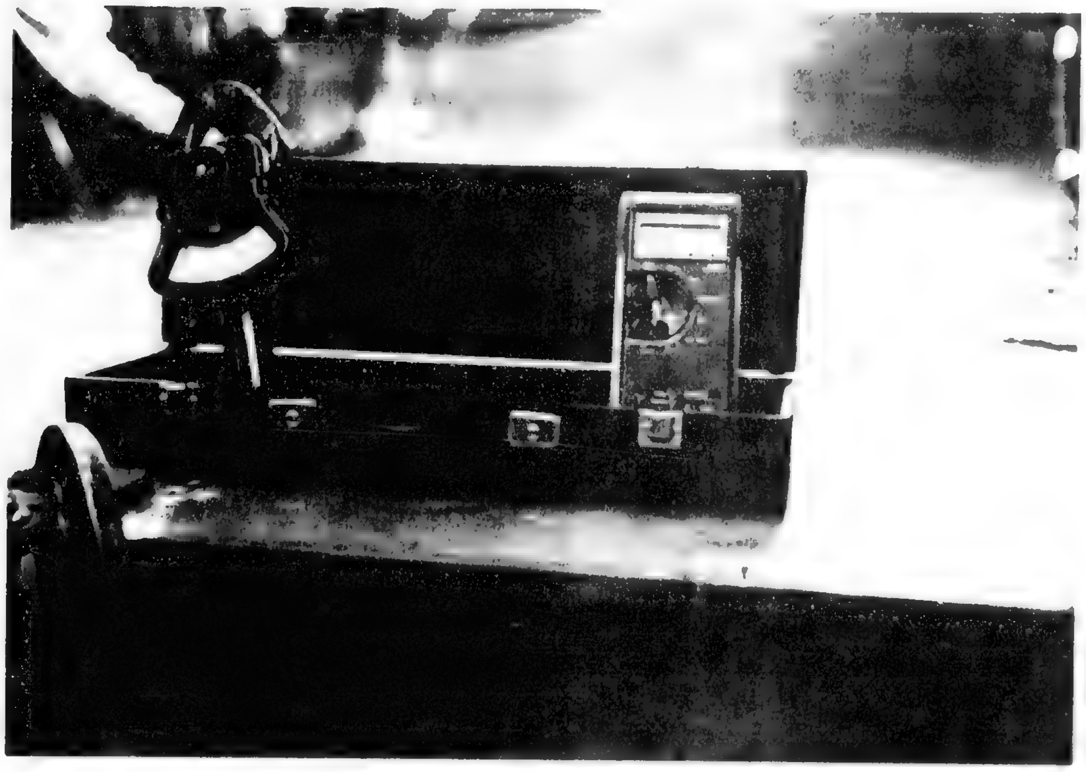
No. 13. Actual welding flange to web.

The written approved welding procedure (see example Exhibit 1) was attached to the welding terminal for reference of machine settings. Both the certified welders and the weld foreman were completely familiar with the weld processs for the girder examined.

Curvature of a welded girder is shown in photo No. 14. This curve is flame cut. Camber and span lengths are put in by the shop and the State inspector checks the results. On this project, because of the complex curved girders, the shop inspector requested the project managers to come into the shop and survey the assembled sections for accuracy (both camber and length).

No. 14. Girder flange curvature.

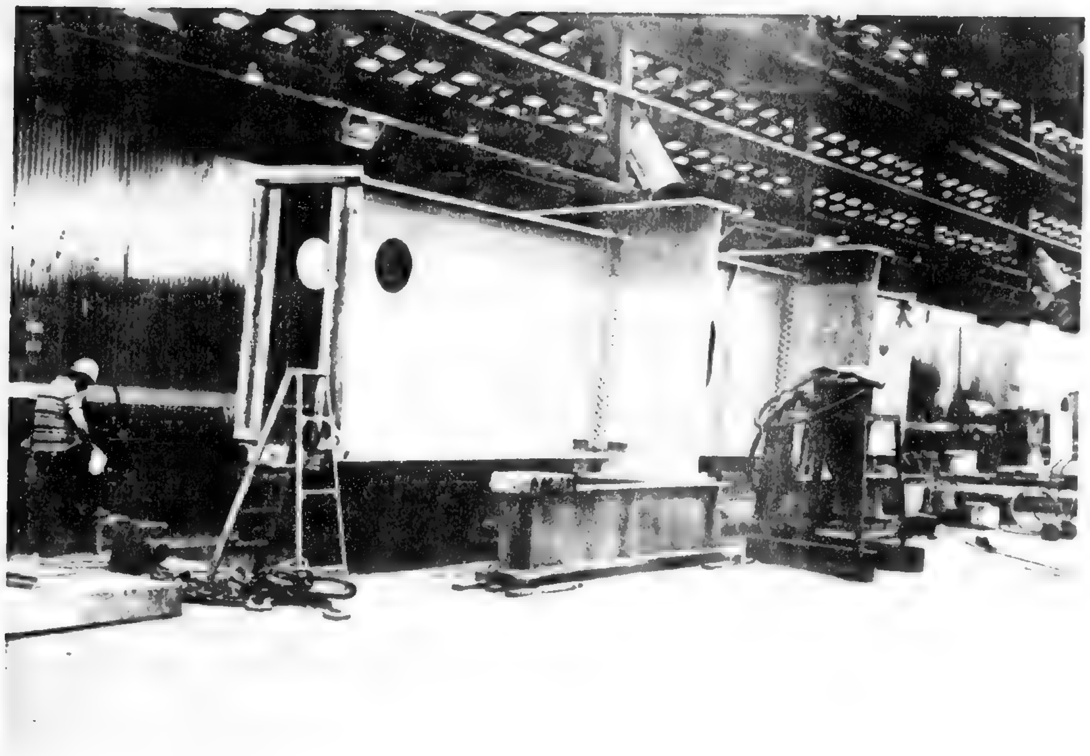
The welder is responsible to load the weld wire, set the speed, current and voltage and continuously monitor the weld preheat and the actual automatic welding. The entire process is checked by the weld foreman and he uses portable instruments (Photo No. 15) for current and voltage in the weld area. The foreman roams the shop area checking on welder progress and verifying agreed welding procedures.



No. 15. Instruments used by welder foreman for current and voltage.

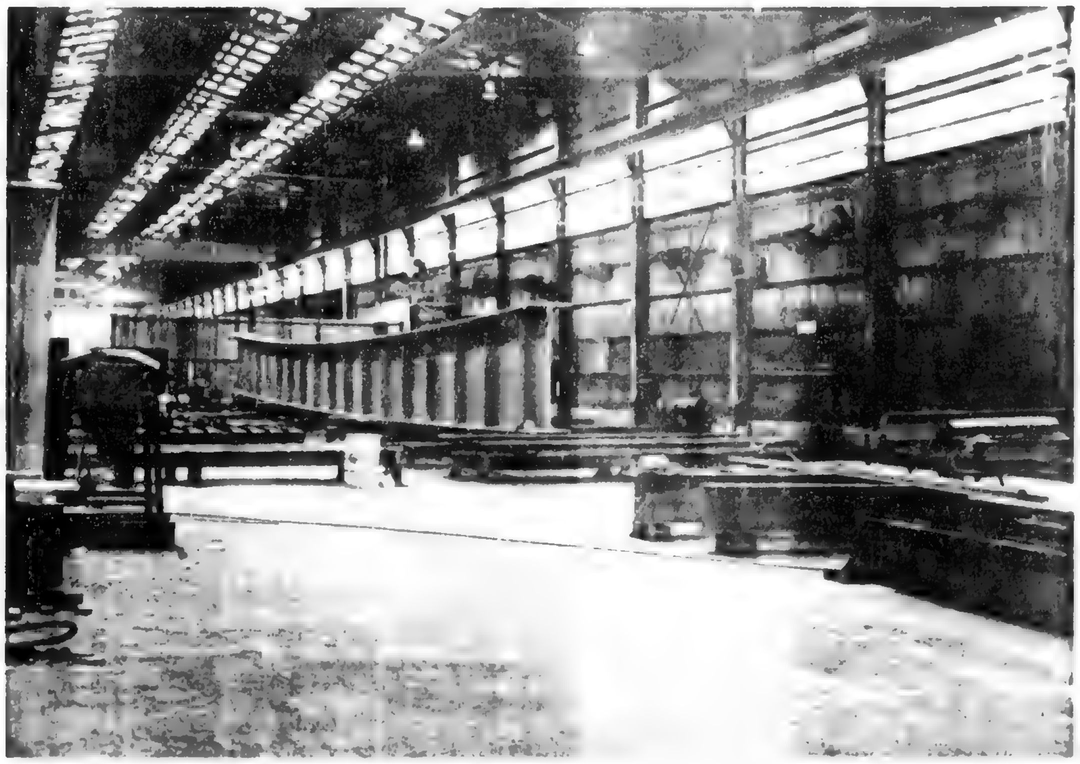
Some flange edges of fabricated girders were found to have some rough edges (Photo No. 4) from the flame cutting process. The inspector was asked to have the fabricator grind these edges according to specification requirements.

Touchup painting was being accomplished during this review. The contractor was careful not to coat future bolted areas where splices or connections occur.



No. 16. Final painting of crossbeam.

All areas were well covered with paint.



No. 17. Haunched and curved girder with the intial paint coat.

3. QUALITY CONTROL

Quality Control is monitored by an experienced inspector (Mike Sterle). He reviews the important phases of the work and specifically checks all welds prior to calling for a radiograph. This man is certified according to AISO, QC1 and is AWS certified (see Exhibit 4).

The fabricator is working two shifts and the State's inspector, Les Hartman comes to the shop during some evenings to review the night operation. The State reviews all radiographs which are made by Pittsburgh Testing Laboratory. A girder weld number 51 was found to have a defect according to the radiograph. The corrected weld was again radiographed and the photo showed no further defect.

Weld materials are:

Sub arc - Linde L-61-3/32"wire. Flux 980 F^2
Automatic Welding (A36 steel) - Lincoln 980-250.
Manual stick #7018 - 1/8" checked size

All wire was found dry and in a dry controlled temperature room. All stick electrodes were sealed or in an oven and distributed only by the weld materials clerk. All items when issued are recorded. Welders have convenience heaters throughout the shop to keep the electrodes free from hydrogens. There is also an oven at the proper temperature in the supply room with broken lots of stick electrodes.

4. SUMMARY

In summary the project got off to a little shaky start during the fabrication review process but this problem has been completely ironed out. The fabrication sequence of operations is clear and reasonable. All welders reviewed in action were certified. The record process is adequate and reproducable. Quality Control is excellent and State inspectors are doing a good job monitoring the work.

EXHIBITS

1. Weld Procedure, approvals example
   Automatic SAW, P 200-TC-U4a-S
   Manual SMAW, P 100-B-U2
2. Welder Approval
   2 Qualification Sheets
   2 PTL Test specimen results for qualification test
   2 PTL Radiographic Inspection Sheets
3. List of Welder Qualification Record
4. List of Fabricators Key Production Personnel and their qualifications.
5. Egar's May 27 letter to Hart on concerns following our preliminary review of State materials data and shop plans.
6. State's letter (June 2) to CH2M-Hill describing State/FHWA concerns found in review.
7. Resume of Les Harkema, Chief ODOT Steel Fabrication Inspector.

exhibit 1

STATE HIGHWAY DIVISION

BRIDGE SECTION

329 Transportation Building, Salem, OR 97310

Telephone
378-6551

DATE April 30, 1986

TO: Jerry Street/w/3
Project Manager

Attention

PROJECT Front - Yeon Connection

BRIDGE NAME BR. NO. 16660 CON. NO. 10143

ATTACHED ☐ Reinf. Steel ☐ Railing ☐ Illumination ☐ Electrical
☐ Str. Steel ☐ Misc. Metal ☐ Prestress Beams ☐ Mechanical
☒ Other P-200-TC-U4a-S

APPROVED: SHEET NOS. P-200-TC-U4a-S (1 of 2)

APPROVED AS NOTED: SHEET NOS. P-200-TC-U4a-S (2 of 2)

RETURNED FOR CORRECTION: SHEET NOS.

______ PLEASE SEND THIS OFFICE ____ COPIES OF CHECKED AND CORRECTED SHEETS

______ PLEASE RETURN THESE PLANS TO THE CONTRACTOR FOR DISTRIBUTION. WE DO NOT HAVE AUTHORITY FROM THE CONTRACTOR TO DEAL DIRECTLY WITH THIS SUPPLIER.

REMARKS: Fought had removed notes J and V from AWS prequalified joint detail when it was xerox copied onto the weld precedure. This was not detected in the original weld precedure review, but is unacceptable. It was discovered from subsequently submitted shop drawings that Fought intends to use this procedure for flange to web welds. Therefore, the corner joint, depicted in the procedure, must also be corrected.

Checker W.J. Eager, es

cc Project Manager
Material Inspector D. Wackerbarth/w/1
✓ Others W. Eager/w/1

Walter Hart
Walter J. Hart
Bridge Engineer

FORM 734-1759(2-79)
jrb

ught & Company, Inc. | **WELDING PROCEDURE**

CEDURE TITLE:
OREGON STATE HIGHWAY DIVISION
Not for use on ASTM A-588 Material
Corner Joint Full Penetration with Backing

PROCEDURE NO. P-200-TC-U4a-S

REVISION 1954 86-

WRITTEN BY: Ed Holmes
Edward Holmes

APPROVED BY: Edwin V. Prehn, Jr., P.E.
Edwin V Prehn Jr

APPLICABLE CODE:
AWS D1.1-85
OSHD Std. Spec.-82

WPS (WELDING PROCEDURE SPECIFICATION)

☑ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

APR 20 1986

OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY WJE

MATERIAL: ASTM A-36, A-441, A-537, and A-572

PROCESS: SAW

WELDING MODE: Automatic

POSITION: Flat **PROGRESSION:**

CONSUMABLE: L-61
1) **SPECIFICATION** AWS A5.17
2) **AWS CLASSIFICATION** AWS F72 EM12K

CONSUMABLE TRADE NAME: Lincoln L-61 Flux 980 **ELECTRODE SIZE:** 3/32

SHIELDING GAS: None **FLOW RATE:**

ORIFICE OR CUP SIZE: None

CONTACT TUBE TO WORK DISTANCE: 3/4" to 1"

FLUX: 980 F72

ACTUAL PREHEAT: Prequalified

INTERPASS RANGE: Prequalified

BACKING TYPE: A-36 Flat Bar **SIZE:** 5/16" x 1"

JOINT DESIGN: Single-V-Groove

BACK GOUGE METHOD: None

CURRENT: DC

POLARITY: Reverse

☑ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

MAR 25 1986

OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY WJE

PREHEAT RANGE: OSHD Requirements (1982)

TO 3/4"	50^{0} F
3/4" to 1 1/2"	70^{0} F
1 1/2" to 2 1/2"	150^{0} F
Over 2 1/2"	225^{0} F

FILE COPY

Vought & Company, Inc.

WELDING PROCEDURE

PROCEDURE TITLE:
OREGON STATE HIGHWAY DIVISION
Not for use on ASTM A-588 Material
Corner Joint Full Penetration with Backing

PROCEDURE NO.: P-200-TC-U4a-S

REVISION: 1954 86-

WRITTEN BY: Edward Holmes
Edward Holmes

APPROVED BY: Edwin V. Prehn, Jr., P.E.
Edwin V. Prehn

APPLICABLE CODE:
AWS D1.1-85
OSHD Std. Spec.-82

WELD PASS	METHOD OF CLEANING	TRAVEL SPEED *	STRINGER WEAVE	AMP *	VOLTS	WIRE FEED SPEED *
ALL	Flux Vaccum	13-18 14-17	Stringer	370-450	24-27	90-124

no more than ±15%

* Double values represent minimum-maximum

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

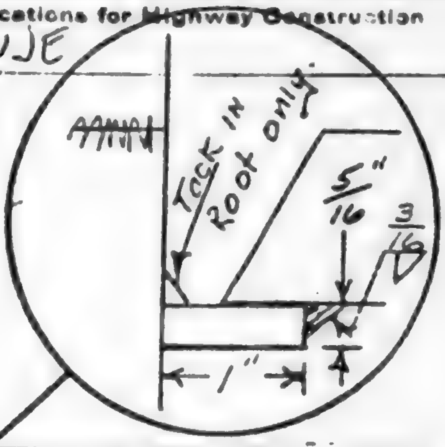
APR 29 1986

OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY WJE

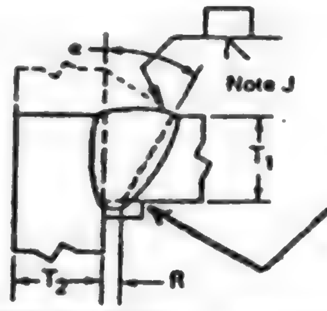
☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

MAR 25 1986

OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY WJE



Single-bevel-groove-weld (4)
T-joint (T)
Corner joint (C)



Tolerances	
As detailed (see 2.9.2)	As fit up (see 3.3.4)
R = +1/16, −0	+1/4, −1/16
α = +10°, −0°	+10°, −5°

Welding process	Joint designation	Base metal thickness (U = unlimited)		Groove preparation		Permitted welding positions	Gas shielding for (FCAW)	Notes
		T_1	T_2	Root opening	Groove angle			
SAW	TC-U4a-S	U	U	R = 3/8	α = 30°	F	–	J, V
				R = 1/4	α = 45°			

FILE COPY

Exhibit 2

PITTSBURGH TESTING LABORATORY

ESTABLISHED 1881

PITTSBURGH, PA.

FORM NO. 1438 R.6-79

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Order No. POR-9589
Client No. P.O. 9760-24
Lab No. 000990
Report No. 01-A
Report Date 03-07-85

WELD RADIOGRAPHIC INSPECTION REPORT

CLIENT
FOUGHT & CO., INC.
14255 S.W. 72nd Avenue
Tigard, Oregon 97223

DRAWING NO.
IN PROCESS WELD SHEET NO.

DATE RADIOGRAPHED March 04, 1985

TECHNIQUE — CHECK ONE 1 Wall ☒ 2 Wall ☐

PROJECT WELD PROCEDURE QUALIFICATION

PIPE SIZE
WALL THICKNESS 1"

SYSTEM SMAW - Flat - E8018-C3

FITTING
REDUCER
VALVE

TEST METHOD STANDARD OSHD/AASHTO
ACCEPTANCE STANDARD OSHD/AASHTO
TYPE OF MAT. ASTM A-588
SOURCE OR KV IR 192

Nominal Wall	1"
Reinforcement	---
Backing Ring	---
Total Thickness	1"
Curies or MA	80 Curies
Focal Spot Size	.1" X .1"
S-O Distance	23 Inches
Unsharpness	Less Than 2%
Penetrameter	20
Shim Thickness	---
Sensitivity	2-4T
Exposure Time	3 Minutes
Lead Backup	.125"
Screens	.010" X .010"
Film Size	4.5" X 17"
Film Type	AA
Number Films	06

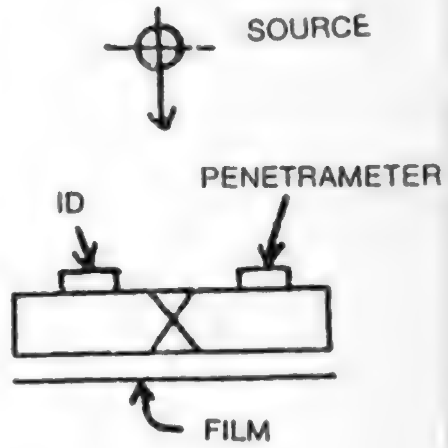
WELD INTERPRETATION

WELD NO.

VIEWING — CHECK ONE 1 Wall ☒ 2 Wall ☐

FILM VIEW	Accept	Reject	Incomplete Fusion	Incomplete Penetration	Root Concavity	Root Convexity	Root Shrinkage	Crack	Slag Inclusion	Tungsten Inclusion	Porosity	Undercut	Surface Condition	Film Artifact	REMARKS
100-1744-3-FC															Welder-Matt Fisher
A-B	X												X		
B-C	X												X		
C-D	X												X		

SKETCH
Set-Up or Weld Map



390

REMARKS: Film to Client March 08, 1985

Radiographer: Mark Lewis / Kelly Hill Level: II/II
Interpreter: Jay Robinson Level: III
Reviewer L. Harkema, OSHD Date 03-07-85
Page 01 of 03 nancy

PITTSBURGH TESTING LABORATORY
Donald R. Scott
Donald R. Scott, Level III

PITTSBURGH TESTING LABORATORY

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PITTSBURGH, PA.

FORM 1318 REV.

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Order No. POR-9589

Date 03-25-85

PHYSICAL TEST REPORT OF WELDING PROCEDURE QUALIFICATION TESTS

Client No: 9760-24

Report No: 01-B

Client FOUGHT & CO., INC.
14255 S.W. 72nd Avenue, Tigard, Oregon 97223

Specification No. 100-1744-3-FC

Date February 21, 1985

Welding Process SMAW

Manual or Machine Manual

Material Specification ASTM A-588 to ASTM A-588 of Group No. .... to Group No. ....

Thickness (if pipe, diameter and wall thickness) 1 Inch

Thickness Range this test qualifies Unlimited

Filler Metal Classification E8018-C3 AWS A5.5
Heat No: 27250

Weld Metal Analysis No. A- .... (ASME Sec. 9 only)

For oxyacetylene welding – State if Filler Metal is silicon or aluminum killed.

FLUX OR ATMOSPHERE

Flux Trade Name or Composition Not Applicable

Inert Gas Composition Not Applicable

Trade Name N/A Flow Rate ....

Is Backing Strip used? Yes Preheat Temp. Range 200°F

Postheat Treatment Not Applicable

Position Flat
(For plate, flat, horizontal, vertical, or overhead; if vertical, state whether up or down, For pipe: Axis of pipe vertical, horizontal fixed, or horizontal rolled).

WELDING PROCEDURE

Single or Multiple Pass Multiple

Single or Multiple Arc Single

– For Information Only –

Filler Wire – Diameter 1/8"

Trade Name Atom Arc

Type of Backing ....

Above information by PTL ☐ Client ☒ Other ....

Preparation of specimens ~~witnessed~~ by PTL Yes ☒ No ☐

WELDING TECHNIQUES

Joint Dimensions Accord with ....

amps 150 volts 25 inches per min. 4-6 IPM

REDUCED SECTION TENSILE TEST

SPECIMEN NO.	DIMENSIONS-INCHES		AREA SQ. IN.	ULTIMATE TOTAL LOAD, LBS.	ULTIMATE UNIT STRESS, PSI	CHARACTER OF FAILURE AND LOCATION
	WIDTH	THICKNESS				
1744-1A	1.4990	1.00	1.4990	115,000	76,717	29% Elong Parent
1744-1B	1.4995	1.00	1.4995	115,500	77,257	27.5% Parent

GUIDED BEND TESTS

TYPE AND FIGURE NO.	RESULT	TYPE AND FIGURE NO.	RESULT
1A	PASSED	1C	PASSED
1B	PASSED	1D	PASSED

Welder's Name Matt Fisher ~~Clock No.~~ 557-13-3236 Stamp No.

Did the welder by virtue of these tests meet welder performance requirements? ☐ Yes ☐ No

Test witnessed by Ed Holmes Test No. 000990-01B **390**

per OSHD/AASHTO/AWS D1.1

Results of tests (do) (do not) meet requirements of
OSHD Stan. Spec. 1982 & Special Provisions &
AASHTO Guide Fracture Critical & AWS D1.1
Technician: Scott Gillis
Witness: [illegible]

PITTSBURGH TESTING LABORATORY

By Donald R. Scott

Donald R. Scott, Level III

PITTSBURGH TESTING LABORATORY

ESTABLISHED 1881

PITTSBURGH, PA.

FORM NO. 1438 R.8-79

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Order No. POR-9589

Client No. P.O. 9760-24

Lab No. 000990

Report No. 02-A

Report Date 03-07-85

WELD RADIOGRAPHIC INSPECTION REPORT

CLIENT
FOUGHT & CO., INC.
14255 S.W. 72nd Avenue
Tigard, Oregon 97223

DRAWING NO.

IN PROCESS WELD SHEET NO.

DATE RADIOGRAPHED: March 04, 1985

TECHNIQUE — CHECK ONE: 1 Wall ☒ 2 Wall ☐

PROJECT: WELD PROCEDURE QUALIFICATION

PIPE SIZE:

WALL THICKNESS: 1"

SYSTEM: SAW - FLAT - F74-EM12k-Nil

FITTING:

REDUCER:

VALVE:

TEST METHOD STANDARD: OSHD/AASHTO

ACCEPTANCE STANDARD: OSHD/AASHTO

TYPE OF MAT.: ASTM A-588

SOURCE OR KV: IR 192

Nominal Wall	1"
Reinforcement	---
Backing Ring	---
Total Thickness	1"
Curies or MA	80 Curies
Focal Spot Size	.1" X .1"
S-O Distance	23 Inches
Unsharpness	Less Than 2%
Penetrameter	20
Shim Thickness	---
Sensitivity	2-4T
Exposure Time	3 Minutes
Lead Backup	.125"
Screens	.010" X .010"
Film Size	4.5" X 17"
Film Type	AA
Number Films	06

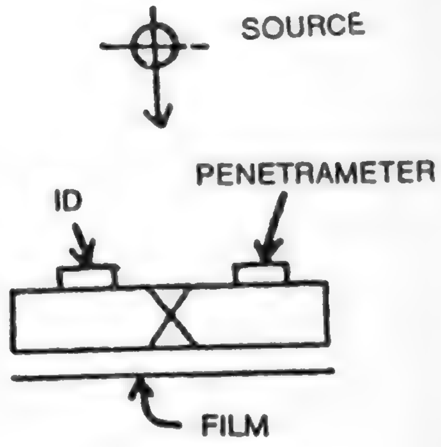
WELD INTERPRETATION

WELD NO.

VIEWING — CHECK ONE: 1 Wall ☒ 2 Wall ☐

FILM VIEW	Accept	Reject	Incomplete Fusion	Incomplete Penetration	Root Concavity	Root Convexity	Root Shrinkage	Crack	Slag Inclusion	Tungsten Inclusion	Porosity	Undercut	Surface Condition	Film Artifact	REMARKS
200-1744-2-FC															
A-B	X												X		
B-C	X												X		
C-D	X												X		

SKETCH
Set-Up or Weld Map



390

REMARKS: Film to Client March 08, 1985

Radiographer: Mark Lewis / Kelly Hill Level: II/II

Interpreter: Jay Robinson Level: III

Reviewer L. Harkema, OSHD Date 03-07-85

Page 01 of 03 nancy

PITTSBURGH TESTING LABORATORY

Donald R. Scott

Donald R. Scott, Level III

FORM 1315 R

PITTSBURGH TESTING LABORATORY

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Order No. POR-9589

Date 03-25-85

PHYSICAL TEST REPORT OF WELDING PROCEDURE QUALIFICATION TESTS

Client No: 9760-24
Report No: 2-B

Client FOUGHT & CO., INC.
14255 S.W. 72nd Avenue, Tigard, Oregon 97223

Specification No. 200-1744-2-FC
Date February 21, 1985
Welding Process SAW
Manual or Machine Semi-Automatic
Material Specification ASTM A-588 to ASTM A-588 of Group No. .... to Group No. ....
Thickness (if pipe, diameter and wall thickness) 1 Inch
Thickness Range this test qualifies Unlimited
Filler Metal Classification F74-EM12k-Ni1 AWS A5.23
Heat No: 123-JB
Weld Metal Analysis No. A- .... (ASME Sec. 9 only)
For oxyacetylene welding – State if Filler Metal is silicon or aluminum killed.

FLUX OR ATMOSPHERE

Flux Trade Name or Composition L61-XXX10
Inert Gas Composition ....
Trade Name Lincoln Flow Rate ....
Is Backing Strip used? Yes Preheat Temp. Range 250°F
Postheat Treatment ....
Position Flat
(For plate, flat, horizontal, vertical, or overhead; if vertical, state whether up or down, For pipe: Axis of pipe vertical, horizontal fixed, or horizontal rolled).

WELDING PROCEDURE

Single or Multiple Pass Multiple
Single or Multiple Arc Single

– For Information Only –

Filler Wire – Diameter 3/32"
Trade Name Lincoln
Type of Backing ....

WELDING TECHNIQUES

Joint Dimensions Accord with ....
amps 400 volts 30 inches per min. 16 IPM

Above information by PTL ☐ Client ☒ Other ....
Preparation of specimens ~~witnessed~~ by PTL Yes ☒ No ☐

REDUCED SECTION TENSILE TEST

SPECIMEN NO.	DIMENSIONS-INCHES		AREA SQ. IN.	ULTIMATE TOTAL LOAD, LBS.	ULTIMATE UNIT STRESS, PSI	CHARACTER OF FAILURE AND LOCATION
	WIDTH	THICKNESS				
1744-2A	1.497	1.00	1.497	117,500	78,490	26% Elong Parent
1744-2B	1.496	1.00	1.496	116,000	77,540	28% Elong Parent

GUIDED BEND TESTS

TYPE AND FIGURE NO.	RESULT	TYPE AND FIGURE NO.	RESULT
2A	PASSED	2C	PASSED
2B	PASSED	2D	PASSED

Welder's Name Matt Fisner ~~Clock No.~~ 557-13-3236 Stamp No. ....
Did the welder by virtue of these tests meet welder performance requirements? ☐ Yes ☐ No
Test witnessed by Ed Holmes Test No. 000990-2B **390**
per OSHD/AASHTO/AWS D1.1
Results of tests (do) (do not) meet requirements of ....
OSHD Stan. Spec. 1982 & Special Provisions &
AASHTO Guide Fracture Critical & AWS D1.1
Technician: Scott Gillis

PITTSBURGH TESTING LABORATORY
By Donald R. Scott
Donald R. Scott, Level III
DISTRICT MANAGER

Fought & Company Inc.
14255 S.W. 72nd AVENUE P.O. BOX 23759 TIGARD, OREGON 97223-0115
503 639 4141 TELEX 15 1141

WELDER QUALIFICATION TEST RECORD

WELDER'S NAME: Matt Fisher IDENTIFICATION NO: 557-13-3236

WELDING PROCESS: SAW AUTO POSITION: 2F Flat horizontal

MATERIAL SPECIFICATION: ASTM A588

DIAMETER & WALL THICKNESS (PIPE): N/A

JOINT THICKNESS (OTHER): 1/2"

FILLER METAL

SPECIFICATION: AWS A5.23 NUMBER:

CLASSIFICATION: F74-EM12K-Ni1

TEST RESULTS

APPEARANCE: Acceptable

SOUNDNESS: Acceptable

MACRO ETCH: Acceptable

FRACTURE TEST ROOT PENETRATION: Acceptable

WE HEREBY CERTIFY THAT THE ABOVE STATEMENTS MADE IN THIS REPORT ARE CORRECT AND THAT THE TEST WELDS WERE PREPARED, WELDED, AND TESTED IN ACCORDANCE WITH AWS D1.1-1983.

TESTED BY: Edward Helmes DATE TESTED: 1-8-85

WITNESSED BY: A.G. Trent DATE WITNESSED: 1/8/85

APPROVED BY: Edwin Prehn DATE CERTIFIED: 1-10-85
Edwin V. Prehn, Jr., P.E.
Quality Assurance Manager CERTIFICATION NO:

PITTSBURGH TESTING LABORATORY

ESTABLISHED 1881

PITTSBURGH, PA.

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FORM NO.

Order No. POR-9523

Client No. P.O. 7513-62

Lab No. 000848

Report No. 03

Report Date 12-27-84

WELD RADIOGRAPHIC INSPECTION REPORT

CLIENT
FOUGHT & CO., INC.
14255 S.W. 72nd Avenue
Tigard, Oregon 97223

DRAWING NO.

IN PROCESS WELD SHEET NO.

PROJECT: WELDER QUALIFICATION TESTS

SYSTEM: PLATES FCAW 2G

PIPE SIZE:

WALL THICKNESS: 1"

FITTING:

REDUCER:

VALVE:

TEST METHOD STANDARD: AWS D1.1-84 /OSHD

ACCEPTANCE STANDARD: 9.25.2

TYPE OF MAT.: ASTM A-588

SOURCE OR KV: IR 192

DATE RADIOGRAPHED: December 20, 1984

TECHNIQUE — CHECK ONE: 1 Wall ☒ 2 Wall ☐

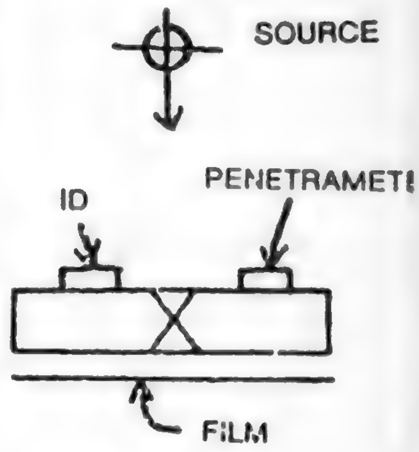
Nominal Wall	1"
Reinforcement	1/8"
Backing Ring	1/4"
Total Thickness	1-3/8"
Curies or MA	60 Curies
Focal Spot Size	.1"
S-O Distance	24 Inches
Unsharpness	Less Than
Penetrameter	20
Shim Thickness	3/8"
Sensitivity	2-2T
Exposure Time	5 Min 15 Se
Lead Backup	.250"
Screens	.010" X .01
Film Size	4.5" X 8.5"
Film Type	55
Number Films	01

WELD INTERPRETATION

VIEWING — CHECK ONE: 1 Wall ☒ 2 Wall ☐

WELD NO. / FILM VIEW	Accept	Reject	Incomplete Fusion	Incomplete Penetration	Root Concavity	Root Convexity	Root Shrinkage	Crack	Slag Inclusion	Tungsten Inclusion	Porosity	Undercut	Surface Condition	Film Artifact	REMARKS
No: 3 MF Horizontal	X														Matt Fisher 557-13-3236

SKETCH
Set-Up or Weld Map



REMARKS:

Radiographer: Gordon E. Bowman Level: II

Interpreter: Mark Lewis Level: II

Reviewer: Les Harkema, OSHD Date 12-27-84

Page 01 of 02

nancy

PITTSBURGH TESTING LABORATORY

Donald R. Scott

Donald R. Scott, Level III

OSHD - U[illegible] Bridge
Test: 7513-62
Mark - 3

Fought & Company, Inc.

WELDER AND WELDING OPERATOR QUALIFICATION TEST RECORD

Welder or welding operator's name Matt Fisher Identification no. 552-13-3236
Welding process FCAW Manual ____ Semiautomatic XXXX Machine ____
Position 2G Horizontal
(Flat, horizontal, overhead or vertical – if vertical, state whether upward or downward)
In accordance with procedure specification no. 300-57-2G
Material specification ASTM A-588
Diameter and wall thickness (if pipe) – otherwise, joint thickness 1" Plate
Thickness range this qualifies Unlimited

FILLER METAL

Specification no. AWS A-5.29 Classification E90T-1 Ni2 F no. 6
Describe filler metal (if not covered by AWS specification) ____
Is backing strip used? ____
Filler metal diameter and trade name 3/32" w/CO_2 Tri-Mark TM-91
Flux for submerged arc or gas for gas metal arc or flux cored arc welding ____

VISUAL INSPECTION (9.25.1)

Appearance ____ Undercut ____ Piping porosity ____

Guided Bend Test Results

Type	Result	Type	Result
3A	PASS		
3B	PASS		

Test conducted by Laury McMelon Laboratory test no. ____
per OSHD/AWS D1.1 Test date January 07, 1985

Fillet Test Results

Appearance ____ Fillet size ____
Fracture test root penetration ____ Macroetch ____
(Describe the location, nature, and size of any crack or tearing of the specimen.)
Test conducted by ____ Laboratory test no. ____
per ____ Test date ____

RADIOGRAPHIC TEST RESULTS

Film identification	Results	Remarks	Film identification	Results	Remarks
MF	ACCEPT	Card No: 1262			

Test witnessed by ____ Test no. ____
per ____

We, the undersigned, certify that the statements in this record are correct and that the welds were prepared and tested in accordance with the requirements of 5C or D of AWS D1.1, (____ year) Structural Welding Code.

PITTSBURGH TESTING LABORATORY

Donald R. Scott, Level III
Manager, Portland District

Manufacturer or contractor Fought & Co., Inc.
Authorized by ____
Date ____

Fought & Company Inc.

14255 S.W. 72nd AVENUE P.O. BOX 23759 TIGARD, OREGON 97223-0115
503/639-3141 TELEX 15-1143

841039

WELDER QUALIFICATION TEST RECORD

WELDER'S NAME: Matt Fisher IDENTIFICATION NO: 557-13-3236

WELDING PROCESS: FCAW POSITION: 2F

MATERIAL SPECIFICATION: ASTM A-588

DIAMETER & WALL THICKNESS (PIPE): N/A

JOINT THICKNESS (OTHER): 1/2" PLATE

FILLER METAL

SPECIFICATION: AWS 5.29 F NUMBER: ____

CLASSIFICATION: E90T1-Ni2

TEST RESULTS

APPEARANCE: Acceptable

SOUNDNESS: Acceptable

FRACTURE TEST ROOT PENETRATION: Acceptable

MACRO ETCH: Acceptable

WE HEREBY CERTIFY THAT THE ABOVE STATEMENTS MADE IN THIS REPORT ARE CORRECT AND THAT THE TEST WELDS WERE PREPARED, WELDED, AND TESTED IN ACCORDANCE WITH AWS D1.1-1983.

TESTED BY: Edward Holmes DATE TESTED: 12-18-84

OSHD Witness: A.G. Trout *Date:* 12/24/84

WITNESSED BY: Mike Stute DATE WITNESSED: 12-21-84

APPROVED BY: Edwin V. Prehn DATE CERTIFIED: 12-26-84

Edwin V. Prehn, Jr., P.E.
Quality Assurance Manager

CERTIFICATION NO: ____

STEEL FABRICATORS

WELD TEST

Lab No.
Sample Date No.

Qualification of: Procedure ☐ Welder ☐ Operator ☒

NAME: MATT Fisher

COMPANY: FOUGHT & CO INC

TYPE OF TEST: FILLET

OSHD/AWS FIG. NO.

POSITION: HORIZONTAL

WELD SIZE: 5/16

WELDING PROCESS: SAW

MATERIAL SPECIFICATION: A-588

THICKNESS: 1/2 x 4 x 8"

FILLER MATERIAL: L-61

FLUX: XXX10

SHIELDING GAS:

FLOW:

PASSES: Single ☒ Multiple ☐ Number:

ARC: Single ☒ Multiple ☐

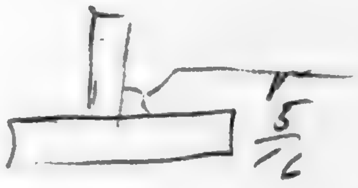
WELDING CURRENT: DC

POLARITY: R.P

PREHEAT TEMPERATURE: 70°

INTERPASS TEMPERATURE:

RADIOGRAPH: Yes ☐ No ☒

Pass No.	Elect. Size	Welding Current		Speed of Travel	Joint Detail and Root Treatment
		Amperes	Voltage		
	3/32	450	29		

Remarks: Break Etch Passed 5-14-86 auto MATIC

Inspector: J J Harkema 5-13-86

Date:

FORM: FQC 9.2 rev. 3

exhibit 3

JUNE 1986

WELDER-OPERATOR	SHIFT	MARK	100-SMAW	200-SAW	300-FCAW	400-GMAW	SPECIAL QUALIFICATION
ARANDA, G. 564-42-4390	D	N	1-G 4-F	1-G	2-G	1-G 2-F	
ARANDA, K. 552-62-1940	S	W	3-G	1-G	2-G		
BARBER 542-62-1831	D	G	3-G 4-F	1-G HH 1-G	2-3-G		FCAW 1-G PIPE
BUTTRAM 544-40-2895	S	L	2-G 3-F	1-G	2-G 1-G	1-G	
CAZNEAU 542-46-4495	D	A	3-G		2-G		
CHRISTENSON 471-44-0925	S	3	3-G	1-G HH 1-G	2-G	1-G	FCAW 1-G PIPE
CLINTON 544-16-4546	D	C	1-G 3-F	1-G	2-G		
DECHAND 543-52-8594	D	U	3-G 4-F	1-G HH 1-G	2-G	1-G	FCAW 6-G PIPE
DICKER 382-58-5980	D	Z	2-F 4-F	2-F	2-G 3-F		
DUBOIS 557-60-9943	D	B	3-G 4-F		2-G 3-F		
FISHER 557-13-3236	D	X	3-G	1-G HH 1-2-G	2-G 3-F	1-G	FCAW 1-G PIPE
GOODALE 543-66-1018	S	T	4-F 3-G	1-G HH 1-G	2-G		FCAW 6-G PIPE
HEIM 543-38-9497	S	2	4-F 2-F	1-G HH 1-G	2-G		
HOCH 474-20-0841	D	H	1-G 3-F	1-G	2-G	1-G 2-F	

FORM: FQC 9.2 rev. 3

WELDER-OPERATOR	SHIFT	MARK	100-SMAW	200-SAW	300-FCAW	400-GMAW	SPECIAL QUALIFICATION
JOHNSON 550-90-8512	D	J	4-F 3-G	1-G HH 1-2-G	2-G		FCAW 6-G PIPE
MARTINDALE 518-50-0491	S	I	4-F 3-G		2-G		
MILLER 542-30-4769	D	D	3-F 4-F		2-G		
OWENS 543-46-2889	S	F	4-F 2-G	1-G HH 1-G	2-G		FCAW 6-G PIPE
PAINTER 542-24-6520	D	P	1-G			1-G	
SCROGGINS 531-28-7237	S	Y	3-G		2-G		
SHANAHAN 543-46-4408	D	S	2-G	1-G HH 1-G	2-G	1-G	
SMITH 541-46-8428	D	Q	4-F 3-G		2-G		FCAW 6-G PIPE
THOMPSON 543-64-1671	S	1	3-G		2-G		
TREACY 541-56-0635	S	4	3-G		2-G		
WATT 543-56-2727	D	V	2-G	1-G	1-G 2-G	1-G	

JUNE 1986

Exhibit 2

10143

STATE OF OREGON

INTEROFFICE MEMO
DES 23
16660

TO: Walter J. Hart, P.E.
Bridge Engineer

DATE May 27, 1986

Walter J. Eager WJE

FROM: Walt Eager, P.E.
Welding Consultant

SUBJECT: Pre-Production Review Meeting
Front and Yeon Connection
Contract C10143, Bridge 16660

Subject meeting was called by Herb Schell, FHWA, and held on May 14, 1986 in Don Wackerbarth's office. Herb Schell, Don Wackerbarth and I attended this meeting. This memo documents the conclusions of this meeting, and the follow-up actions that I have taken.

Herb Schell concurred with the Fought welding procedures as noted and approved by me. I explained that only an incidental review of Fought's shop drawings is intended by the Bridge Section because CH2M-Hill is under contract to perform this work. I stated that this incidental review cannot be completed until the full drawing set is available. Don Wackerbarth's set was missing the same girder assembly drawings as those received by the Bridge Section. These are necessary to determine the stress conditions at the stiffeners, which are essential to any significant check of welding details. The contract drawings are not sufficiently complete to compensate for the missing shop drawings. However, CH2M-Hill had approved the available shop drawings. Later questioned on this matter, Joe Bender stated that CH2M-Hill was able to approve the available drawings because they have copies of the missing drawings which are being changed by Fought to correct errors. I understand that these errors resulted from dimensional errors in CH2M-Hills design drawings which were discovered by Fought.

Herb Schell questioned the 3/8 inch fillet, stiffener to web welds, which exceed AASHTO, ODOT and AWS minimum size requirements. I subsequently requested that Joe Bender determine whether the 3/8 inch welds were required because of stress levels. He stated that the weld size could be reduced to the specified minimums on all intermediate stiffeners to minimize distortion, but that he preferred to use 3/8 inch fillets on the stiffeners at the cross frame locations. I took no exception to this response.

I called the meeting participants' attention to the four different stiffener to flange joints on the CH2M-Hill approved shop drawings: "No weld"; "Tight fit, no weld"; full penetration weld and two inch clearance between end of stiffener and flange. Because several girder assembly drawings were missing it was not possible to check the suitability of these joints at specific locations, however ambiguity is evident in such call-outs as "No weld". I subsequently requested that Mr. Bender resolve all ambiguities in the joint call-outs. Considering the attachment to this memo, I requested that he ascertain that each joint is properly specified in accordance with appropriate standard specifications and good engineering practice. I called his attention to the "US Steel Handbook", the "AISC Bridge Fatigue Guide", the "AASHTO Guide Specifications for Horizontally Curved Highway Bridges" and the "ODOT Design Instructions", as well as the "AASHTO Specification for Highway Bridges".

Mr. Bender said that he used the AASHTO standards as a basis for design but that he did not have a copy of the ODOT Design Instructions. Three copies had been sent to CH2M-Hill's Corvallis office, and I recently sent him a copy. Neither did he have a copy of the "ODOT Standard Specifications for Welded Highway Bridges" before the CH2M-Hill design was completed. This raised the question as to the guidance that was given to CH2M-Hill in its contract. A subsequent contract review revealed that there was no specification of the design standards to be used by CH2M-Hill. In accordance with your direction, I subsequently informed Mr. Bender that the basis for CH2M-Hill's design and shop drawing review work is to be the appropriate AASHTO standard specifications and the other specifications invoked by these, such as the "AWS Structural Welding Code", combined with good engineering practice. I indicated that the specifications and practice, included in the documents cited above, could be used at CH2M-Hill's option.

During the meeting Herb Schell expressed concern that the welds joining the webs to shortened stiffeners might be carried around the stiffener ends, giving rise to fatigue cracking. The contract and shop drawing do not call for such boxing, however, this could result from fabrication error. Don Wackerbarth agreed to check closely and reject such welds. I subsequently requested that Mr. Bender caution Fought in this regard in the course of its review of the shop drawings.

I called the attention of the meeting participants to an erroneous detail on the CH2M-Hill approved shop drawings. The tension flange weld splice detail, shown on several drawings, calls for the thicker base plate to be ground with a 1-1/2 inch minimum radius. It is the weld, not the base plate, that is to be ground to fair it to the surfaces of the base plates, the thicker being on a 5 to 12 slope. Mr. Bender's attention was subsequently called to this error in both the plans and the shop drawings.

Mr. Bender agreed to resolve each of the issues cited above, and prepare a letter to Fought, calling for appropriate changes in the shop drawings.

Because of delay in producing corrected shop drawings, subject review must be completed at a later date. I plan to draft a letter to Mr. Bender from you, documenting his action agreements.

WJE:drh

cc: Herb Schell
Don Wackerbarth

PITTSBURGH TESTING LABORATORY

ESTABLISHED 1881

PITTSBURGH, PA.

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FORM NO. 1430 R.6-79

Order No. POR-9589
Client No. P.O. 9760-24
Lab No. 000990
Report No. 01-A
Report Date 03-07-85

WELD RADIOGRAPHIC INSPECTION REPORT

CLIENT FOUGHT & CO., INC. 14255 S.W. 72nd Avenue Tigard, Oregon 97223	DRAWING NO.		DATE RADIOGRAPHED March 04, 1985
	IN PROCESS WELD SHEET NO.		TECHNIQUE — CHECK ONE 1 Wall ☒ 2 Wall ☐
PROJECT WELD PROCEDURE QUALIFICATION	PIPE SIZE	WALL THICKNESS 1"	
SYSTEM SMAW - Flat - E8018-C3	FITTING	REDUCER	VALVE
TEST METHOD STANDARD OSHD/AASHTO	ACCEPTANCE STANDARD OSHD/AASHTO	TYPE OF MAT. ASTM A-588	SOURCE OR KV IR 192

Nominal Wall 1"
Reinforcement ---
Backing Ring ---
Total Thickness 1"
Curies or MA 80 Curies
Focal Spot Size .1" X .1"
S-O Distance 23 Inches
Unsharpness Less Than 2%
Penetrameter 20
Shim Thickness ---
Sensitivity 2-4T
Exposure Time 3 Minutes
Lead Backup .125"
Screens .010" X .010"
Film Size 4.5" X 17"
Film Type AA
Number Films 06

WELD INTERPRETATION

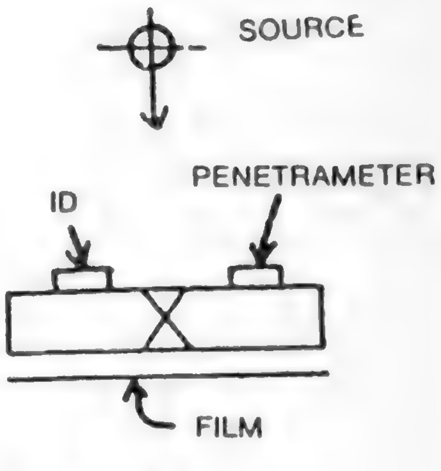
WELD NO.

VIEWING — CHECK ONE: 1 Wall ☒ 2 Wall ☐

FILM VIEW	Accept	Reject	Incomplete Fusion	Incomplete Penetration	Root Concavity	Root Convexity	Root Shrinkage	Crack	Slag Inclusion	Tungsten Inclusion	Porosity	Undercut	Surface Condition	Film Artifact	REMARKS
100-1744-3-FC															Welder-Matt Fisher
A-B	X												X		
B-C	X												X		
C-D	X												X		

SKETCH

Set-Up or Weld Map



390

REMARKS: Film to Client March 08, 1985

Radiographer: Mark Lewis / Kelly Hill Level: II/II
Interpreter: Jay Robinson Level: III
Reviewer L. Harkema, OSHD Date 03-07-85
Page 01 of 03 nancy

PITTSBURGH TESTING LABORATORY

Donald R. Scott

Donald R. Scott, Level III

PITTSBURGH TESTING LABORATORY

FORM 1315 REV.

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Order No. POR-9589

Date 03-25-85

PHYSICAL TEST REPORT OF WELDING PROCEDURE QUALIFICATION TESTS

Client No: 9760-24
Report No: 01-B

Client FOUGHT & CO., INC.
14255 S.W. 72nd Avenue, Tigard, Oregon 97223

Specification No. 100-1744-3-FC

Date February 21, 1985

Welding Process SMAW

Manual or Machine Manual

Material Specification ASTM A-588 to ASTM A-588 of Group No. to Group No.

Thickness (if pipe, diameter and wall thickness) 1 Inch

Thickness Range this test qualifies Unlimited

Filler Metal Classification E8018-C3 AWS A5.5
Heat No: 27250

Weld Metal Analysis No. A- (ASME Sec. 9 only)

For oxyacetylene welding – State if Filler Metal is silicon or aluminum killed.

WELDING PROCEDURE

Single or Multiple Pass Multiple

Single or Multiple Arc Single

FLUX OR ATMOSPHERE

Flux Trade Name or Composition Not Applicable

Inert Gas Composition Not Applicable

Trade Name N/A Flow Rate

Is Backing Strip used? Yes Preheat Temp. Range 200°F

Postheat Treatment Not Applicable

Position Flat

(For plate, flat, horizontal, vertical, or overhead; if vertical, state whether up or down, For pipe: Axis of pipe vertical, horizontal fixed, or horizontal rolled).

– For Information Only –

Filler Wire – Diameter 1/8"

Trade Name Atom Arc

Type of Backing

WELDING TECHNIQUES

Joint Dimensions Accord with

amps 150 volts 25 inches per min. 4-6 IPM

Above information by PTL ☐ Client ☒ Other

Preparation of specimens ~~witnessed~~ by PTL Yes ☒ No ☐

REDUCED SECTION TENSILE TEST

SPECIMEN NO.	DIMENSIONS-INCHES		AREA SQ. IN.	ULTIMATE TOTAL LOAD, LBS.	ULTIMATE UNIT STRESS, PSI	CHARACTER OF FAILURE AND LOCATION
	WIDTH	THICKNESS				
1744-1A	1.4990	1.00	1.4990	115,000	76,717	29% Elong Parent
1744-1B	1.4995	1.00	1.4995	115,500	77,257	27.5% Parent

GUIDED BEND TESTS

TYPE AND FIGURE NO.	RESULT	TYPE AND FIGURE NO.	RESULT
1A	PASSED	1C	PASSED
1B	PASSED	1D	PASSED

Welder's Name Matt Fisher ~~Clock No.~~ 557-13-3236 Stamp No.

Did the welder by virtue of these tests meet welder performance requirements? ☐ Yes ☐ No

390

Test witnessed by Ed Holmes Test No. 000990-01B

per OSHD/AASHTO/AWS D1.1

Results of tests (do) (do not) meet requirements of
OSHD Stan. Spec. 1982 & Special Provisions &
AASHTO Guide Fracture Critical & AWS D1.1

Technician: Scott Gillis

PITTSBURGH TESTING LABORATORY

By Donald R. Scott

Donald R. Scott, Level III

PITTSBURGH TESTING LABORATORY

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FORM NO. 1436 R.6-79

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Order No. POR-9589
Client No. P.O. 9760-24
Lab No. 000990
Report No. 02-A
Report Date 03-07-85

WELD RADIOGRAPHIC INSPECTION REPORT

CLIENT
FOUGHT & CO., INC.
14255 S.W. 72nd Avenue
Tigard, Oregon 97223

DRAWING NO.

IN PROCESS WELD SHEET NO.

DATE RADIOGRAPHED March 04, 1985

TECHNIQUE — CHECK ONE: 1 Wall ☒ 2 Wall ☐

PROJECT: WELD PROCEDURE QUALIFICATION

PIPE SIZE:

WALL THICKNESS: 1"

SYSTEM: SAW - FLAT - F74-EM12k-Nil

FITTING:
REDUCER:
VALVE:

TEST METHOD STANDARD: OSHD/AASHTO

ACCEPTANCE STANDARD: OSHD/AASHTO

TYPE OF MAT.: ASTM A-588

SOURCE OR KV: IR 192

Nominal Wall	1"
Reinforcement	---
Backing Ring	---
Total Thickness	1"
Curies or MA	80 Curies
Focal Spot Size	.1" X .1"
S-O Distance	23 Inches
Unsharpness	Less Than 2%
Penetrameter	20
Shim Thickness	---
Sensitivity	2-4T
Exposure Time	3 Minutes
Lead Backup	.125"
Screens	.010" X .010"
Film Size	4.5" X 17"
Film Type	AA
Number Films	06

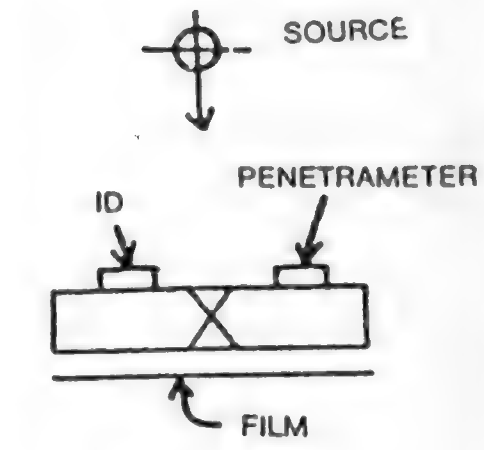
WELD INTERPRETATION

WELD NO.

VIEWING — CHECK ONE: 1 Wall ☒ 2 Wall ☐

FILM VIEW	Accept	Reject	Incomplete Fusion	Incomplete Penetration	Root Concavity	Root Convexity	Root Shrinkage	Crack	Slag Inclusion	Tungsten Inclusion	Porosity	Undercut	Surface Condition	Film Artifact	REMARKS
200-1744-2-FC															
A-B	X												X		
B-C	X												X		
C-D	X												X		

SKETCH
Set-Up or Weld Map



390

REMARKS: Film to Client March 08, 1985

Radiographer: Mark Lewis / Kelly Hill Level: II/II
Interpreter: Jay Robinson Level: III
Reviewer: L. Harkema, OSHD Date 03-07-85
Page 01 of 03 nancy

PITTSBURGH TESTING LABORATORY

Donald R. Scott

Donald R. Scott, Level III

FORM 1318 REV.

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Order No. POR-9589

Date 03-25-85

PHYSICAL TEST REPORT OF WELDING PROCEDURE QUALIFICATION TESTS

Client No: 9760-24
Report No: 2-B

Client FOUGHT & CO., INC.
14255 S.W. 72nd Avenue, Tigard, Oregon 97223

Specification No. 200-1744-2-FC
Date February 21, 1985

Welding Process SAW
Manual or Machine Semi-Automatic

Material Specification ASTM A-588 to ASTM A-588 of Group No. .... to Group No. ....

Thickness (if pipe, diameter and wall thickness) 1 Inch

Thickness Range this test qualifies Unlimited

Filler Metal Classification F74-EM12k-Nil AWS A5.23
Heat No: 123-JB

Weld Metal Analysis No. A- .... (ASME Sec. 9 only)

For oxyacetylene welding – State if Filler Metal is silicon or aluminum killed.

FLUX OR ATMOSPHERE

Flux Trade Name or Composition L61-XXX10

Inert Gas Composition ....

Trade Name Lincoln Flow Rate ....

Is Backing Strip used? Yes Preheat Temp. Range 250°F

Postheat Treatment ....

Position Flat

(For plate, flat, horizontal, vertical, or overhead; if vertical, state whether up or down, For pipe: Axis of pipe vertical, horizontal fixed, or horizontal rolled).

WELDING PROCEDURE

Single or Multiple Pass Multiple

Single or Multiple Arc Single

– For Information Only –

Filler Wire – Diameter 3/32"

Trade Name Lincoln

Type of Backing ....

WELDING TECHNIQUES

Joint Dimensions Accord with ....

amps 400 volts 30 inches per min. 16 IPM

Above information by PTL ☐ Client ☒ Other ....

Preparation of specimens ~~witnessed~~ by PTL Yes ☒ No ☐

REDUCED SECTION TENSILE TEST

SPECIMEN NO.	DIMENSIONS-INCHES		AREA SQ. IN.	ULTIMATE TOTAL LOAD, LBS.	ULTIMATE UNIT STRESS, PSI	CHARACTER OF FAILURE AND LOCATION
	WIDTH	THICKNESS				
1744-2A	1.497	1.00	1.497	117,500	78,490	26% Elong Parent
1744-2B	1.496	1.00	1.496	116,000	77,540	28% Elong Parent

GUIDED BEND TESTS

TYPE AND FIGURE NO.	RESULT	TYPE AND FIGURE NO.	RESULT
2A	PASSED	2C	PASSED
2B	PASSED	2D	PASSED

Welder's Name Matt Fisher ~~Stock No.~~ 557-13-3236 Stamp No. 390

Did the welder by virtue of these tests meet welder performance requirements? ☐ Yes ☐ No

Test witnessed by Ed Holmes Test No. 000990-2B

per OSHD/AASHTO/AWS D1.1

Results of tests (do) (do not) meet requirements of
OSHD Stan. Spec. 1982 & Special Provisions &
AASHTO Guide Fracture Critical & AWS D1.1
Technician: Scott Gillis

PITTSBURGH TESTING LABORATORY

By Donald R. Scott

Donald R. Scott, Level III
DISTRICT MANAGER

Fought & Company Inc.
14255 S.W. 72nd AVENUE P.O. BOX 23759 TIGARD, OREGON 97223

WELDER QUALIFICATION TEST RECORD

WELDER'S NAME: Matt Fisher IDENTIFICATION NO: 557-13-3236

WELDING PROCESS: SAW AUTO POSITION: 2F

MATERIAL SPECIFICATION: ASTM A588

DIAMETER & WALL THICKNESS (PIPE): N/A

JOINT THICKNESS (OTHER): 1/2"

FILLER METAL

SPECIFICATION: AWS A5.23 NUMBER:

CLASSIFICATION: F74-EM12K-Ni1

TEST RESULTS

APPEARANCE: Acceptable

SOUNDNESS: Acceptable

[illegible]: Acceptable

MACRO ETCH: Acceptable

WE HEREBY CERTIFY THAT THE ABOVE STATEMENTS MADE IN THIS REPORT ARE CORRECT AND THAT THE TEST WELDS WERE PREPARED, WELDED, AND TESTED IN ACCORDANCE WITH AWS D1.1-1983.

TESTED BY: Edward Holmes DATE TESTED: 1-8-85

WITNESSED BY: A.D. Pint DATE WITNESSED: 1/8/85

APPROVED BY: Edwin V. Prehn, Jr. P.E. DATE CERTIFIED: 1-10-85
Quality Assurance Manager

CERTIFICATION NO:

STEEL FABRICATORS

PITTSBURGH TESTING LABORATORY

ESTABLISHED 1881

PITTSBURGH, PA.

FORM NO. 1436 R.1

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Order No. POR-9523
Client No. P.O. 7513-62
Lab No. 000848
Report No 03
Report Date 12-27-84

WELD RADIOGRAPHIC INSPECTION REPORT

CLIENT
FOUGHT & CO., INC.
14255 S.W. 72nd Avenue
Tigard, Oregon 97223

DRAWING NO.

IN PROCESS WELD SHEET NO.

DATE RADIOGRAPHED December 20, 1984

TECHNIQUE — CHECK ONE: 1 Wall ☒ 2 Wall ☐

PROJECT: WELDER QUALIFICATION TESTS

PIPE SIZE:

WALL THICKNESS: 1"

SYSTEM: PLATES FCAW 2G

FITTING:

REDUCER:

VALVE:

TEST METHOD STANDARD: AWS D1.1-84 /OSHD

ACCEPTANCE STANDARD: 9.25.2

TYPE OF MAT.: ASTM A-588

SOURCE OR KV: IR 192

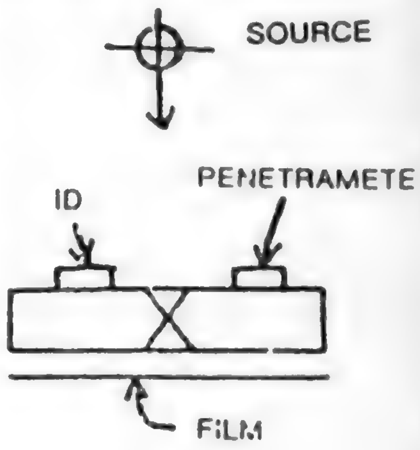
Nominal Wall	1"
Reinforcement	1/8"
Backing Ring	1/4"
Total Thickness	1-3/8"
Curies or MA	60 Curies
Focal Spot Size	.1"
S-O Distance	24 Inches
Unsharpness	Less Than 2
Penetrameter	20
Shim Thickness	3/8"
Sensitivity	2-2T
Exposure Time	5 Min 15 Se
Lead Backup	.250"
Screens	.010" X .010
Film Size	4.5" X 8.5"
Film Type	55
Number Films	01

WELD INTERPRETATION

VIEWING — CHECK ONE: 1 Wall ☒ 2 Wall ☐

WELD NO. / FILM VIEW	Accept	Reject	Incomplete Fusion	Incomplete Penetration	Root Concavity	Root Convexity	Root Shrinkage	Crack	Slag Inclusion	Tungsten Inclusion	Porosity	Undercut	Surface Condition	Film Artifact	REMARKS
No: 3 MF															Matt Fisher
Horizontal	X														557-13-3236

SKETCH
Set-Up or Weld Map



REMARKS:

Radiographer: Gordon E. Bowman Level: II
Interpreter: Mark Lewis Level: II
Reviewer: Les Harkema, OSHD Date 12-27-84
Page 01 of 02

nancy

PITTSBURGH TESTING LABORATORY
Donald R. Scott
Donald R. Scott, Level III

OSHD - Umatilla Bridge
Test: 7513-62
Mark - 1

Fought & Company, Inc

WELDER AND WELDING OPERATOR QUALIFICATION TEST RECORD

Welder or welding operator's name Matt Fisher Identification no 552-13-3236
Welding process FCAW Manual Semiautomatic XXXX Machine
Position 2G Horizontal
(Flat, horizontal, overhead or vertical – if vertical, state whether upward or downward)
In accordance with procedure specification no. 300-52-2G
Material specification ASTM A-588
Diameter and wall thickness (if pipe) – otherwise, joint thickness 1" Plate
Thickness range this qualifies Unlimited

FILLER METAL

Specification no. AWS A-5.29 Classification E90T-1 Ni2 F no. 6
Describe filler metal (if not covered by AWS specification)
Is backing strip used?
Filler metal diameter and trade name 3/32" w/CO_2 Tri-Mark TM-91 Flux for submerged arc or gas for gas metal arc or flux cored arc welding

VISUAL INSPECTION (9.25.1)

Appearance Undercut Piping porosity

Guided Bend Test Results

Type	Result	Type	Result
3A	PASS		
3B	PASS		

Test conducted by Laury McMelon Laboratory test no.
per OSHD/AWS D1.1 Test date January 07, 1985

Fillet Test Results

Appearance Fillet size
Fracture test root penetration Macroetch
(Describe the location, nature, and size of any crack or tearing of the specimen.)
Test conducted by Laboratory test no.
per Test date

RADIOGRAPHIC TEST RESULTS

Film identification	Results	Remarks	Film identification	Results	Remarks
MF	ACCEPT	Card No: 1262			

Test witnessed by Test no.
per

We, the undersigned, certify that the statements in this record are correct and that the welds were prepared and tested in accordance with the requirements of 5C or D of AWS D1.1, ( ) Structural Welding Code.
year

PITTSBURGH TESTING LABORATORY

Donald R. Scott, Level III
Manager, Portland District

Manufacturer or contractor Fought & Co., Inc.
Authorized by
Date

Fought & Company Inc.

14255 S.W. 72nd AVENUE P.O. BOX 23759 TIGARD, OREGON 97223-0115
503/639-3141 TELEX 15-1143

841039

WELDER QUALIFICATION TEST RECORD

WELDER'S NAME: Matt Fisher IDENTIFICATION NO: 557-13-3236

WELDING PROCESS: FCAW POSITION: 2F

MATERIAL SPECIFICATION: ASTM A-588

DIAMETER & WALL THICKNESS (PIPE): N/A

JOINT THICKNESS (OTHER): 1/2" PLATE

FILLER METAL

SPECIFICATION: AWS 5.29 F NUMBER:

CLASSIFICATION: E90T1-Ni2

TEST RESULTS

APPEARANCE: Acceptable

SOUNDNESS: Acceptable

FRACTURE TEST ROOT PENETRATION: Acceptable

MACRO ETCH: Acceptable

WE HEREBY CERTIFY THAT THE ABOVE STATEMENTS MADE IN THIS REPORT ARE CORRECT AND THAT THE TEST WELDS WERE PREPARED, WELDED, AND TESTED IN ACCORDANCE WITH AWS D1.1-1983.

TESTED BY: Edward Holmes DATE TESTED: 12-18-84

OSHD Witness: *Date:* 12/26/84

WITNESSED BY: DATE WITNESSED: 12-21-84

APPROVED BY: DATE CERTIFIED: 12-26-84

Edwin V. Prehn, Jr., P.E.
Quality Assurance Manager

STEEL FABRICATORS

CERTIFICATION NO:

WELDER-WELD OPERATOR QUALIFICATION RECORD

WELDER-WELD OPERATOR QUALIFICATION RECORD

FORM: FQC 1.2 REV.

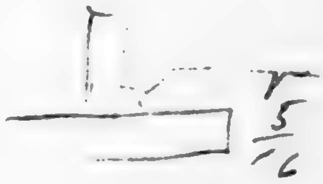
WELDER-OPERATOR	SHIFT	MARK	100-SMAW	200-SAW	300-FCAW	400-GMAW	SPECIAL QUALIFICATION
ARANDA, G. 564-42-4390	D	N	1-G 4-F	1-G	2-G	1-G 2-F	
ARANDA, K. 552-62-1940	S	W	3-G	1-G	2-G		
BARBER 542-62-1831	D	G	3-G 4-F	1-G HH 1-G	2-3-G		FCAW 1-G PIPE
BUTTRAM 544-40-2895	S	L	2-G 3-F	1-G	2-G 1-G	1-G	
CAZNEAU 542-46-4495	D	A	3-G		2-G		
CHRISTENSON 471-44-0925	S	3	3-G	1-G HH 1-G	2-G	1-G	FCAW 1-G PIPE
CLINTON 544-16-4546	D	C	1-G 3-F	1-G	2-G		
DECHAND 543-52-8594	D	U	3-G 4-F	1-G HH 1-G	2-G	1-G	FCAW 6-G PIPE
DICKER 382-58-5980	D	Z	2-F 4-F	2-F	2-G 3-F		
DUBOIS 557-60-9943	D	B	3-G 4-F		2-G 3-F		
FISHER 557-13-3236	D	X	3-G	1-G HH 1-2-G	2-G 3-F	1-G	FCAW 1-G PIPE
GOODALE 543-66-1018	S	T	4-F 3-G	1-G HH 1-G	2-G		FCAW 6-G PIPE
HEIM 543-38-9497	S	2	4-F 2-F	1-G HH 1-G	2-G		
HOCH 474-20-0841	D	H	1-G 3-F	1-G	2-G	1-G 2-F	

WELD TEST

Lab No.
Sample Date No.

Qualification of: Procedure ☐ Welder ☐ Operator ☒

NAME: MATT FISHER
COMPANY: FOUGHT & CO INC
TYPE OF TEST: FILLET
OSHD/AWS FIG. NO.
POSITION: HORIZONTAL
WELD SIZE: 5/16
WELDING PROCESS: SAW
MATERIAL SPECIFICATION: A 588
THICKNESS: 1/2 x 4 x 8"
FILLER MATERIAL: L-61
FLUX: XXX10
SHIELDING GAS:
FLOW:
PASSES: Single ☒ Multiple ☐ Number:
ARC: Single ☒ Multiple ☐
WELDING CURRENT: D.C
POLARITY: R.P
PREHEAT TEMPERATURE: 70°
INTERPASS TEMPERATURE:
RADIOGRAPH: Yes ☐ No ☒

Pass No.	Elect. Size	Welding Current Amperes	Welding Current Voltage	Speed of Travel	Joint Detail and Root Treatment
	3/32	450	29		

Remarks: BREAK ETCH PASSED 5-14-86 Automatic

Inspector: J. J. Harkema
3 86

Date:

Exhibit 1

STATE HIGHWAY DIVISION

BRIDGE SECTION

329 Transportation Building, Salem, OR 97310

Telephone
378-6551

DATE July 21, 1986

TO: Jerry Street /w/ 3
Project Manager

Attention

PROJECT Front and Yeon Connection

BRIDGE NAME BR. NO. 16660 CON. NO. 10143

ATTACHED ☐ Reinf. Steel ☐ Railing ☐ Illumination ☐ Electrical

☐ Str. Steel ☐ Misc. Metal ☐ Prestress Beams ☐ Mechanical

☒ Other Repair Procedure

APPROVED: SHEET NOS. P-100-B-U2 (1 of 2) and(2 of 2)

APPROVED AS NOTED: SHEET NOS. 86/26

RETURNED FOR CORRECTION: SHEET NOS.

_____ PLEASE SEND THIS OFFICE _____ COPIES OF CHECKED AND CORRECTED SHEETS

_____ PLEASE RETURN THESE PLANS TO THE CONTRACTOR FOR DISTRIBUTION. WE DO NOT HAVE AUTHORITY FROM THE CONTRACTOR TO DEAL DIRECTLY WITH THIS SUPPLIER.

REMARKS:

This repair procedure is not the best and would have been replaced by a cutting and fairing technique if it had not been accomplished in violation of contract specifications and AWS code prior to submission for approval.

Checker W. Eager /w/ 1:drh

cc Project Manager
Material Inspector D. Wackerbarth /w/ 1
Others

Walter J. Hart
Walter J. Hart
Bridge Engineer

FORM 734-1759(2-79)
jnb

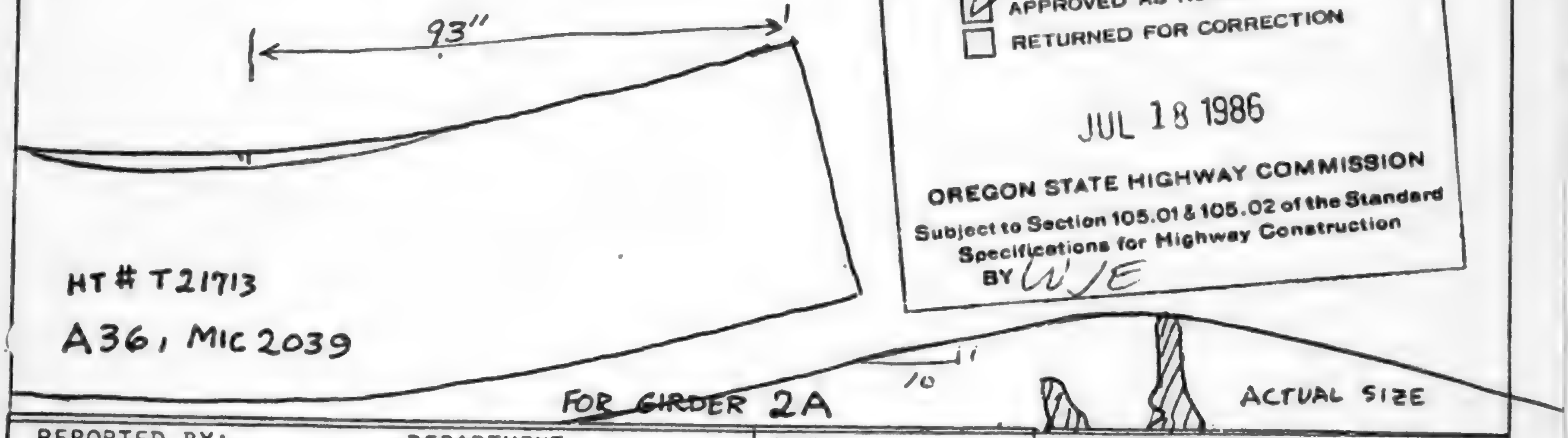
Procedure # P-10[illegible]-02 Form 15.1 Rev. 0

INSPECTION REPORT

Use Sketch-Use Supplement Form for More Space-Make Report Numbers the Same

Fought & Company, Inc.	REPORT: 86/26	PAGE 1 OF 1 PAGES
ITEM NO: PC. MARK a	DRAWING NO: 2 REV. 1	PROD. RELEASE NUMBER: 1954.3
JOB NO: 1954	ERROR OCCURRED AT: BURNING — OPERATOR: A.T.	PART LOCATION: BAY TWO BURNING TABLE
REPORT OF CONDITION: (ALSO STATE ACCEPTANCE LIMITS)		FILE NO:

THERE ARE TWO FALSE CUTS ON THE 1¼"x30"x36'-0 1/16 TOP FLANGE AS SHOWN:



HT # T21713
A36, MIC 2039
FOR ~~GIRDER~~ 2A

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION
JUL 18 1986
OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY WJE

REPORTED BY: CH	DEPARTMENT: QC	DATE: 4/25/86	CUSTOMER SUBMITTAL: OSHD

☐ REWORK ☐ REJECT ☐ USE AS IS ☒ REPAIR

DISCOVERED DURING: BURNING

ACTION TO CORRECT

DISPOSITION REQUIRED BY:

DISPOSITION AUTHORITY: C Omarum 4/28/86

CORRECTED BY / DATE:

1. Prepare the flame cut area for welding.
2. Weld repair using the perameters of weld procedure P-100-BU2 use 1G position (flat).
3. Grind the surface of the repair flush with the adajacent base material.
4. Ultrasonicly examine the completed repair for soundness, report number 1954-

Acceptable only because repair was already accomplished and was in "double compression" location. See above for method that is superior and would have been required.

CORRECTIVE ACTION REQUIRED:
BY: DATE: CAR#:
Q.A.
DATE:

ght & Company, Inc.

WELDING PROCEDURE

PROCEDURE TITLE:
PREQUALIFIED WELD PROCEDURE
OREGON STATE HIGHWAY DIVISION
SINGLE GROOVE WELD, SMAW

PROCEDURE NO. P-100-B-U2

REVISION 1954 86- 573

WRITTEN BY: Ed Holmes
Ed Holmes

APPROVED BY: Chris Amonson/Bob Waldhauser

APPLICABLE CODE: AWS D1.1-82
OSHD Std. Spec-82

WPS (WELDING PROCEDURE SPECIFICATION)

MATERIAL: A-36

PROCESS: SMAW

WELDING MODE: Manual

POSITION: 1G (Flat) **PROGRESSION:** Not Applicable

CONSUMABLE:

1) **SPECIFICATION** AWS 5.1
2) **AWS CLASSIFICATION** E7018

CONSUMABLE TRADE NAME: **ELECTRODE SIZE:** 1/8"

SHIELDING GAS: Not Applicable **FLOW RATE:** Not Applicable

ORIFICE OR CUP SIZE: Not Applicable

CONTACT TUBE TO WORK DISTANCE: Not Applicable

FLUX: Not Applicable

ACTUAL PREHEAT: See Below

INTERPASS RANGE: See Below

BACKING TYPE: None **SIZE:** Not Applicable

JOINT DESIGN: Single Groove Weld

BACK GOUGE METHOD: Grinding or Carbon Air Arc Gouging

CURRENT: DC

POLARITY: Reverse

PREHEAT RANGE:
INTERPASS RANGE:

OSHD Requirements (1982)

TO 3/4"	50^{0} F
3/4" to 1 1/2"	70^{0} F
1 1/2" to 2 1/2"	150^{0} F
Over 2 1/2"	225^{0} F

☑ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

JUL 18 1986

OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY WJE

ght & Company, Inc. | **WELDING PROCEDURE**

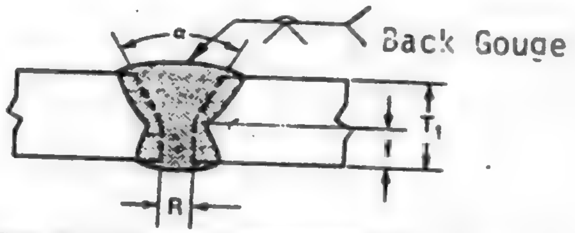
PROCEDURE TITLE: PREQUALIFIED WELD PROCEDURE OREGON STATE HIGHWAY DIVISION SINGLE GROOVE WELD, SMAW	PROCEDURE NO. P-100-BU2
	REVISION 1954 86-573
WRITTEN BY: Edward Holmes Ed Holmes APPROVED BY: Chris Amonson/Bob Waldhauser	APPLICABLE CODE: AWS D1.1-82 OSHD Std. Spec.-82

Electrode Diameter	*METHOD OF CLEANING*	*TRAVEL SPEED*	*STRINGER WEAVE*	*AMP*	*VOLTS*
1/8"	Needle Gun	~~4"-6"~~	Stringer	111-149	22-26

☑ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

JUL 18 1986

OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY WJE



Welding process	Joint designation	Base metal thickness (U = unlimited)		Groove preparation			Permitted welding positions		Notes
		T_1	T_2	Root opening Root face Groove angle	Tolerances As detailed (see 2.9.2)	Tolerances As fit up (see 3.3.4)			
SMAW	B-U2	U	–	R = 0 to 1/8 f = 0 to 1/8 α = 60°	+1/16,–0 +1/16,–0 +10°,–0°	+1/16,–1/8 Not limited +10°,–5°	1G		C,N

Note C: Gouge root to sound metal before welding other side.

Note N: The orientation of the two members in the joints may vary from 135 deg to 180 deg provided that the basic joint configuration (groove angle, root face, root opening) remain the same and that the design throat thickness is maintained.

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH: Jerry Street; ODOT

DATE OF INSPECTION 7-11-86	INSPECTION MADE BY Marc Veneroso, Structural Engineer	PROJECT NO. IX-9301(2)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED %	WORK COMPLETED 31 %

N. W. FRONT AVE. - N. W. YEON AVE. CONNECTION
MULTNOMAH COUNTY

NOTED
W. E. SCHWARTZ

RECEIVED
ST[illegible] HWY ENGR
AUG 19 '86
REFER TO Fredrickson
FOR

Info	Inve.	R/D	D/R	Sign	Act	File

cy
8/20

COMPLETED WORK:

Grading	68 % Complete
Base	0 % Complete
Paving	0 % Complete
Signals	0 % Complete
Structures	27 % Complete
Substructure: Piers #2-13	100 % Complete
Superstructure: Spans #2,5,6	p/s girders set Deck & diaphragms partly formed

WORK IN PROGRESS:

- Surcharge at beginning of bridge is in place. Still monitoring settlement to determine when to remove.
- Surcharge at end of bridge was nearly completed at the time of this visit.
- Span 2 deck forms mostly in place and ready for reinforcing. End diaphragms have been cast on span 2 girders.
- Spans 5 and 6 deck forms being placed.
- Pier 6 finishing concrete surface (grinding form joints) on pier shaft.
- Pier 8 masonry plates have been set over cast-in-place p/s rods. Inspector says that matchup of plate to rods is good.
- Pier 13 cap was poured Monday (7-7) and so the forms have not yet been removed.

Form **FHWA-1446A**
(Rev. 2-84)

*U.S. GPO: 1985-466-568

- Still waiting delivery of pot bearings for Pier 3 before Spans 3 and 4 girders can be set.
- 26th Street 36" dia. sewer along east side of street still being jacked under RR tracks. So far, they have only encountered 3 timber trestle piles.

COMMENTS:

- Quality and progress of work appear to be quite good.
- Delays in delivery of pot bearings and steel girders does not appear to have delayed the project overall. Work has been rescheduled to accomodate the changes in delivery dates.
- The pipe piles with sealed ends were all driven to refusal into the gravel layer. Specifications call for 10 foot penetration into the gravel. The project manager informed me that the piles all penetrated between 8 and 10 feet. This should be adequate to satisfy contract requirements.

Looking ahead on line. Span 2 girders and deck forms.
(Span 5 visible in background)

Looking ahead at Spans 5 and 6 girders.

****

RAILROAD COMPANIES
FILE No. ___

June 26, 1986

Mr. Glen Marshall
Portland Terminal
Railroad Company
Room 209 Union Station
Portland, OR 97209

RE: N. W. Front Avenue-N. W.
Yeon Avenue Connection
Multnomah County
PTRR File 101-2-C

Dear Mr. Marshall:

Enclosed are the PTRR and BN counterparts of the construction agreement relating to the subject project. These have been signed on behalf of the Department of Transportation.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in the agreement as of June 17, 1986. Please contact my office or Project Manager, Jerry Street, at least three days prior to beginning work. Reimbursement for the work performed on and subsequent to June 17, 1986 will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Cordially,

RD Trygstad

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
enc.

RECEIVED
JUN 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: D. E. Wilken w/copy
Bob Gormsen w/original
C. O. Fredrickson w/2 copies
Jerry Street w/copy
Ed Hardt w/copy - please have an Order for State Force Work prepared for this work.

2

RAILROAD COMPANIES
FILE No. 1232

June 2, 1986

Mr. Glen Marshall
Portland Terminal
Railroad Company
Room 209-Union Station
Portland, OR 97209

RE: N. W. Front Avenue-N. W.
Yeon Avenue Connection
Multnomah County
R/W File 54599
PTRR File 101-2-C

Dear Mr. Marshall:

I am returning herewith the PTRR and BN counterparts of the easement document for the subject project. These have been signed on behalf of the Department of Transportation.

We will have the easements recorded as requested and will provide you with the recording information when it is available.

Thanks for your assistance in this matter.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
enc.

bc: D. E. Wilken w/copy

J. B. Boyd w/original-Please arrange for this document to be recorded and supply me with the recording information. Please also arrange to have a check for $1,000 sent to the Portland Terminal Railroad Company. This is an agreement processing fee.

Steve Green w/copy
Ed Hardt w/copy
Jerry Street w/copy
Bob Gormsen w/copy
Don Trout w/copy

RECEIVED
JUN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 26, 1986
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-9201(2)
N. W. Front Ave. - N. W. Yeon Ave.
Columbia (N. W. 26th Ave.)
Contract 10143, OFW No. 7
Multnomah County

In order to verify Federal funding eligibility of this force order please re-submit with a more detailed description of the engineering and inspection functions that are being delegated to the City. We assume that a corresponding decrease in State engineering charges will be reflected in the total cost analysis. The term "monitoring" as an engineering function generally refers to a management oversight activity which we would expect to be performed by the OSHD Region level.

We are returning this order without approval. If we agree with your re-submittal support data we will confirm the December 1, 1985 eligibility date.

Sincerely yours,

Christianson

Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const) w/OFW #7
OSHD (G. A. Potter, Program)

W 45
orig. [illegible]
6/30

RECEIVED
STAT HWY ENGR

JUN 27 '86

REFER TO
Fredrickson

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
June 17, 1986	FAU 9301	City Street

10. GENERAL LOCATION:

N. W. Front Ave. - N. W. Yeon Ave. Conn. (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Remove and reinstall "B" Lead Tail Track Account Overpass Construction, Remove asphalt paving at N. W. 26th and install barricade south side of track.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, as requested in Mr. Potter's 6/11/86 letter you are authorized to proceed with work covered by the Agreement with the Portland Terminal Railroad Co. and Burlington Northern Railroad Co. approved by the Highway Division on 5/30/86 at a total estimated cost of $63,959; Federal Funds $54,365.

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/23/86	G. K Hassner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9301(2)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
April 17, 1986

8. FEDERAL ROUTE NUMBER
FAU 9301

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
N. W. Front Ave. - N. W. Yeon Ave. Conn. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Track and crossing work & signal and communication work.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ANXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, as requested in Mr. Potter's 6/11/86 letter you are authorized to proceed with work covered by the Agreement with Burlington Northern Railroad Company at a total estimated cost of $27,610; Federal Funds $23,468.

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
6/23/86

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 11, 1986

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Railroad Agreement
Project No. IX-9301(2)
N.W. Front Ave.-N.W. Yeon Ave. Conn. (Portland) Sec.
26th Avenue
Multnomah County

Attached for your approval are two copies of a fully executed agreement between Portland Terminal Railroad Company, Burlington Northern Railroad Company and the State Highway Division on the subject project. This agreement was approved by the Highway Division on May 30, 1986.

I request the following:

1) Authorization to proceed with work by the railroad at an estimated total cost of $63,959 with Federal funds of $54,365 and no increase of federal obligation at this time.

2) The return of one copy of the agreement approved for our files.

DRH:pf
Attachments

cc: R. Trygstad
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 11, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Authorization
Project No. IX-9301(2)
N.W. Front Ave.-N.W. Yeon Ave. Conn. (Portland) Sec.
Multnomah County

Our request for authorization to proceed with work was omitted in our letter of April 14, 1986 asking for you to approve railroad agreement with the Burlington Northern Railroad Company.

I now ask for authorization to proceed with work for subject project as of April 17, 1986, the date the FHWA approved the agreement with Burlington Northern Railroad at a total cost of $27,610 with federal funds of $23,468 and no increase in obligations at this time.

DRH:bkb
cc: R. Trygstad
✓ General Files

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-10-86

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 12 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE October 28, 1985

8. FEDERAL ROUTE NUMBER FAU 9301

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Front Ave. - N. W. Yeon Ave.

11. GENERAL DESCRIPTION OF WORK

Exploratory drilling in bridge bents

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/28/85 as requested in Mr. Fredrickson's letter of 5/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $5,000;
Federal Funds $4,250.

14. DATE 6/10/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,143

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: Marion Craft
Region Construction Engineer

DATE: April 28, 1986

FROM: Richard A. Kuehn
Final Design Engineer

SUBJECT: Ladder Climbing Safety Devices
and 36" Diameter Manhole Lids
in 20-foot and Deeper Manholes
N.W. Nicolai-W. Fremont Interchange, Contract 10182
N.W. St. Helens Rd.-N.W. Nicolai St., Contract 10148
N.W. Front Ave.-N.W. Yeon Ave. Connection, Contract 10143

During the preparation of the contract plans, the City of Portland requested through the Project Managers' offices that we eliminate the ladder climbing safety devices in the 20-foot and deeper manholes. The City of Portland did not send us a written request for the elimination of the ladder climbing safety devices, nor have they assured us in writing that their workers will be protected by another equivalent safety device. This raises concerns about the question of the State's liability in the event of an accident. Because we lack a written commitment from the City of Portland, we have no choice but to install the ladder climbing safety devices in the 20-foot and deeper manholes as per the Oregon Administrative Rules 437-88-150.

The OAR 437-88-125, Workers Compensation Department, states that we need to maintain a 30-inch clear distance from the face of the ladder to a permanent obstruction. Therefore, it will be necessary to install a 36-inch diameter manhole lid and frame to provide the required clear distance. A drawing showing this detail is attached.

Please incorporate the ladder climbing safety devices and the 36-inch diameter manhole lids in the 20-foot and deeper manholes for the subject contracts.

Attachment

RAK:AL:ja

cc Duane Christensen
C. O. Fredrickson
Jack Sollis
Art Louie

RECEIVED
APR 30 1986
ROAD DESIGN
SECTION

81-125-1367

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(20)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
APR 11 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE March 17, 1986

8. FEDERAL ROUTE NUMBER FAU 9262, 9302 & Primary 1

9. STATE ROUTE NUMBER City Street & Primary 2

10. GENERAL LOCATION:
N. W. Front Ave. - N. W. Yeon Ave. Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 4/1/86, this will confirm the advance approval date of 3/17/86 contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the water facilities on an actual cost basis of $45,867; Federal Funds $38,987.

The Agreement with the City of Portland Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 4/10/86

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen
Commission Services

DATE: April 7, 1986

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Front-Yeon Connection
(26th Avenue) Section
Multnomah County
ODOT Agreement No. RR-1214
Project No. IX-9301(2)

RAILROAD COMPANIES
FILE No. [illegible]

Attached is the State's fully executed counterpart of the construction and maintenance agreement with the Burlington Northern Railroad regarding the subject project.

RDT:jr
attach.

cc: Don Trout w/2 attach.
Ed Hardt w/attach.
Jerry Street w/attach.

noted in agree book

RECEIVED
APR 8 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc cc: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

NOTED
W. E. SCHWARTZ

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH: Jerry Street; OSHD and Jim Klamerus; FHWA

DATE OF INSPECTION April 1, 1986	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. IX-9310(2)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 18 %	WORK COMPLETED 6 %

NORTHWEST FRONT AVE. - NORTHWEST YEON AVE. CONNECTION (PORTLAND)
NORTHWEST 26TH AVENUE (COLUMBIA RIVER HIGHWAY)
Grade, Pave, Structure, Signing, Illumination & Traffic Signals

This project will provide a direct connection between Northwest Front Avenue and St. Helens Highway by construction of a viaduct over the Burlington Northern Railroad.

At the time of this inspection the contractor was constructing a landfill on the Yeon end of the project, sub-excavating for material on the Front Avenue end of the project, and driving pipe piles at Pier 10. All this work was reviewed and appeared to be going satisfactorily.

It should be pointed out the Price Agreement No. 14 provided a change from the specified 102 lb. H piles to pipe piles 13 3/8 inch in diameter by 5/8 inch thickness. This change was approved by the Division Office Bridge Engineer. The project manager pointed out that the first pipe pile driven penetrated a 20 foot ± gravel layer at a little over 100 feet below the ground surface. Since that time the contractor welded heavy caps on the bottom of the piles and has been reaching near refusal some 10 feet into that gravel layer. We observed the driving of one pile and it reached near refusal at 125 feet.

Currently the contractor is falling behind schedule from his original schedule, however his original schedule shows completion of the projects six months early.

This steel structure was designed by consultant engineers and the contractor found many dimensional errors in the plans while he was detailing the steel. Apparently part of these discrepancies were interpretations, although others appeared to be definite errors. The contractor has issued an intent to claim in the approximate amount of $10,000 for extra costs in detailing the steel because of these alleged design errors. This may have an effect on the contract time also since it took longer to detail and start fabrication of the steel than originally anticipated.

RECEIVED
STAT. HWY ENGR
APR 10 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Form **FHWA-1446A**
(Rev. 2-84)

TPL

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 1, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
N.W. Front Ave.-N.W. Yeon Ave. Section
N.W. 26th Avenue
Multnomah County
P.E. Project No. IX-0000(20)

RECEIVED
STATE HWY ENGR
APR 3 '86
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust the City of Portland Bureau of Water Works' facilities dated March 12, 1986.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau of Water Works dated September 16, 1985 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service and distribution facilities.

There will be no betterment derived from the proposed adjustment of the City's water facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 17, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $45,867.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 19, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works
City of Portland
N.W. Front Ave.-N.W. Yeon Ave. Section
N.W. 26th Avenue
Multnomah County
P.E. Project No. IX-0000(20)

Confirmation of your verbal authorization for the City of Portland's Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of March 17, 1986 is requested. An estimate of cost has been received from the Bureau of Water Works in the amount of $45,867. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 17, 1986 is approved

CT Christianson
C. T. Christianson, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
E. L. Hardt
Jerry Street
R. L. Fleming

RECEIVED
STAT HWY ENGR
MAR 24 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Jerry C. Street
Project Manager

DATE: March 13, 1986

FROM: Fred Eriksen
Design Supervisor

SUBJECT: N.W. Front Avenue-N.W. Yeon Avenue
N.W. 26th Avenue
Multnomah County
Contract No. 10143

We are returning the data you sent on Premier Railroad Crossing material, approved. We have retained one copy for our files.

We believe the plan drawing of the Premier Crossing sections is good if the existing track alignment agrees with the map. The existing track alignment probably should be field checked and then you could verify the dimensions of the crossing sections.

FE:ge
Attachments

cc Art Louie

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

MISC. CONTRACTS and
REEMENTS No.______

1) On December 18, 1985, signed Supplemental Agreement No. 1 with Oregon State University for a study entitled "Evaluation of Asphaltic Properties and Their Relation to Pavement Performances". Cost of original fixed price changes from $39,153 to $44,903 and extends the time period from December 19, 1985, to June 30, 1986. (Original agreement approved by Transportation Commission on November 23, 1983.)

2) On December 24, 1985, signed Supplemental Agreement No. 1 with CH2M-Hill Northwest, Inc. for engineering services on the N.W. Front-N.W. Yeon Connection in Multnomah County. Compensation for extra work in amount of $42,726 and increases the total project cost to $230,726. (Original agreement approved by Transportation Commission on May 15, 1984.)

3) On December 24, 1985, signed Supplemental Agreement No. 3 with OBEC Consulting Engineers for preliminary engineering services on the Coquille River Bridge Section of the Coquille-Bandon Highway in Coos County. Compensation for extra work in the amount of $16,354 increases the total project cost to $147,509.30. (Original agreement approved by Oregon Transportation Commission on September 20, 1983.)

4) On January 16, 1986, approved a personal service contract with Rene Tihista to conduct four one hour "Stress Management" sessions on February 12, 1986, at a cost of $600.

5) On January 23, 1986, approved a personal service contract with Computer Support Services for training and consultation in computer software for Region 3 Right of Way Office. Time period: February 1, 1986, through December 31, 1986. Cost: $400.

6) On January 29, 1986, signed a personal service contract with Price Waterhouse for the roads finance study at a cost not to exceed $500,000. (Transportation Commission approved on December 17, 1985.)

7) On February 4, 1986, approved a personal service contract with C. W. Beilfuss & Associates, Inc., for a three-day workshop on "Road Design System" on February 5, 6, & 7, 1986, at a cost of $3,200 plus reimbursement for documented travel expenses.

8) On February 25, 1986, approved a dual left-turn lane westbound on The Dalles-California Highway at Revere Avenue in Bend.

9) On February 12, 1986, established speed zones on the McVay Highway No. 225 in Lane County from M.P. 0.00 to M.P. 2.19. Rescinds Speed Zone Order No. 473 dated October 9, 1964, and Order No. 866 dated November 4, 1981. (Speed Zone Order No. 930)

10) On February 19, 1986, authorized an emergercy contract with Willamette Western Company to remove the slide at M.P. 41.6 on the Clackamas Highway estimated to cost $200,000. I determined the removal of the slide needed to be done immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. Slide occurred on February 5, 1986. (Authorized by E. S. Hunter for State Highway Engineer.)

11) On February 19, 1986, authorized an emergency contract with Mohler Sand and Gravel and Clair Hixson to remove the slide at M.P. Z47 between Wheeler and Rockaway on Highway 101, (which was blocking the entire highway) estimated to cost $30,000. I determined the removal of the slide needed to be done immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. Slide occurred on February 16, 1986. (Authorized by E. S. Hunter for State Highway Engineer.)

12) On February 25, 1986, authorized an emergency contract with Roseburg Paving for operated equipment at an estimated cost of $20,000 to repair the North Umpqua Highway at M.P. 52.5, which was washed out due to the eroding effect of the river. I determined the removal of the slide needed to be done immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. (Wash out of highway occurred on February 23, 1986.)

13) On February 26, 1986, authorized an emergency contract with Young and Morgan Trucking, Inc., for replacement of the North Santiam Highway at M.P. 52.3 at an estimated cost of $200,000. I determined the removal of the slide needed to be done immediately to protect the safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids. A segment of the highway slid into the river on February 25, 1986. (Authorized by E. S. Hunter for State Highway Engineer.)

14) On March 6, 1986, approved a supplemental agreement with CH2M-Hill Northwest, Inc., for extending work elements and increasing the project cost by $6,725.78 on the Sunset Highway/Cornell Road Interchange Project.

Dated this 11 day of March, 1986

Larry Rulien, State Highway Engineer

3-7-86

March 10, 1986

CON 5
#10,043

United Pacific Insurance Company
Bond Department
33045 8th Avenue S.
Federal Way, WA 98003

Contract No. 10,043 awarded to J. C. Compton Co. for pavement sealing on the Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County was completed on September 10, 1985, and accepted by the State Highway Division on February 28, 1986.

Final payment in the amount of $9,559.25 will be released to the contractor after March 17, 1986. The total contract amount is $136,867.15 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: J. C. Compton Co.
P.O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

10-14

TO BE COMPLETED BY FHWA		
12-19 0	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Multnomah PROJECT NO. IX-9301(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.W. Front Ave.-N.W. Yeon Ave. Connection (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-1-85	0.274

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,429,322.00	$ 4,614,922.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ______
Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator DEC 23 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 17, 1985

FEDERAL AID PROJECT NO. IX-9301(2)

N.W. FRONT AVE.-N.W. YEON AVE. CONNECTION (PORTLAND)
26TH AVENUE
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY "YF" 100+92 to "YF" 118+47.12)

Mobilization	Lump Sum	All	Lump Sum	$ 400,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	5,000.00
Temporary Signs	Sq. Ft.	336	12.00	4,032.00
Temporary Barricades	Each	18	90.00	1,620.00
Flaggers	Hour	850	20.00	17,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	40,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	20,000.00
Embankment Foundation Excavation	Cu. Yd.	8,500	5.50	46,750.00
Embankment in Place	Cu. Yd.	14,570	7.00	101,990.00
Surcharge Removal Excavation	Cu. Yd.	3,530	4.00	14,120.00
Trench Excavation	Cu. Yd.	6,040	17.00	102,680.00
Granular Backfill	Cu. Yd.	4,700	14.00	65,800.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	5,000.00
Watering	M-Gal.	100	15.00	1,500.00
Treated Base Mixture	Ton	7,300	11.00	80,300.00
Cement in Treated Base	Ton	365	75.00	27,375.00
Class "C" Asphalt Concrete	Ton	2,370	35.00	82,950.00
10-inch Storm Sewer Pipe	Lin. Ft.	787	11.00	8,657.00
12-inch Storm Sewer Pipe	Lin. Ft.	756	12.00	9,072.00
15-inch Storm Sewer Pipe	Lin. Ft.	208	20.00	4,160.00
30-inch Storm Sewer Pipe	Lin. Ft.	500	45.00	22,500.00
36-inch Storm Sewer Pipe	Lin. Ft.	228	75.00	17,100.00
42-inch Storm Sewer Pipe	Lin. Ft.	226	95.00	21,470.00
48-inch Storm Sewer Pipe	Lin. Ft.	458	100.00	45,800.00
Extra for Pipe Under Pavement	Lin. Ft.	872	20.00	17,440.00
Bedding Material	Cu. Yd.	564	18.00	10,152.00
Installing 36-inch Pipe Under R.R.	Lin. Ft.	140	550.00	77,000.00
Concrete Manholes, Under 10 Feet Deep	Each	6	1,200.00	7,200.00
Concrete Manholes, 10 to 20 Feet Deep	Each	4	2,500.00	10,000.00
Concrete Manholes, Special	Each	6	4,000.00	24,000.00
Concrete Inlets, Type P	Each	15	400.00	6,000.00
Concrete Inlets, Type G-2MA	Each	1	1,000.00	1,000.00
Guard Rail, Type 2	Lin. Ft.	185	15.00	2,775.00

Guard Rail Anchors, Type 1	Each	2	350.00	700.00
Rail End Pieces, Type C	Each	2	90.00	180.00
CL-4R Chain Link Fence	Lin. Ft.	210	7.00	1,470.00
CL-6R Chain Link Fence	Lin. Ft.	1,650	9.00	14,850.00
Concrete Walks	Sq. Yd.	1,020	12.00	12,240.00
Concrete Driveways	Sq. Yd.	550	20.00	11,000.00
Concrete Curbs	Lin. Ft.	2,170	5.00	10,850.00
Extra for Asphalt Approaches	Each	3	200.00	600.00
Concrete Barrier	Lin. Ft.	550	20.00	11,000.00
Adjusting Manholes	Each	9	250.00	2,250.00
Adjusting Inlets	Each	1	300.00	300.00
Concrete Railroad Crossing	Lump Sum	All	Lump Sum	33,000.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	600.00
Wood Sign Posts	Lump Sum	All	Lump Sum	800.00
Pipe Sign Posts	Lump Sum	All	Lump Sum	1,500.00
Sign Support Footings	Lump Sum	All	Lump Sum	300.00
Type "C" and "D" Signs in Place	Sq. Ft.	46	8.00	368.00
Type "I" Signs in Place	Sq. Ft.	9	8.00	72.00
Type "T" Signs in Place	Sq. Ft.	12	10.00	120.00
Type "U" Signs in Place	Sq. Ft.	70	18.00	1,260.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	600.00
ILLUMINATION				
Pole Foundations	Lump Sum	All	Lump Sum	2,974.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	24,728.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	4,020.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	16,913.00
				$1,453,138.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Requied	2,000.00
		$ 4,000.00
	SUBTOTAL	$1,457,138.00
	Engineering	182,142.00
	TOTAL	$1,639,280.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 35,623.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	8,687.00
				$ 44,310.00

ANTICIPATED ITEMS

City Furnished Program	All Required	$ 500.00
Signal Controller Testing & Turn-On	All Required	1,200.00
		$ 1,700.00
	SUBTOTAL	$ 46,010.00
	Engineering	5,751.00
	TOTAL	$ 51,761.00

TYPE CODE X131
STRUCTURE (BR. #16660)(Sta. "YF" 101+95.75 to Sta. "YF" 116+15.48)

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	$ 25,000.00
Structure Excavation	Cu. Yd.	1,340	6.00	8,040.00
Special Wall Backfill	Cu. Yd.	65	20.00	1,300.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	145,000.00
Furnish HP 14x102 Steel Piling	Lin. Ft.	18,000	24.00	432,000.00
Drive Steel Piles	Lin. Ft.	18,000	1.00	18,000.00
Furnish HP 14x102 Steel Test Piling	Lin. Ft.	490	24.00	11,760.00
Drive Test Piles	Lin. Ft.	490	1.00	490.00
Structural Concrete, Class 3300 (675 C.Y.)	Lump Sum	All	Lump Sum	94,500.00
Structural Concrete, Class 4000 (940 C.Y.)	Lump Sum	All	Lump Sum	188,000.00
Structural Concrete, Class 4500 (2,150 C.Y.)	Lump Sum	All	Lump Sum	325,000.00
Expansion Joints, Single Strip Seal	Lin. Ft.	150	150.00	22,500.00
Expansion Joints, Double Strip Seal	Lin. Ft.	100	570.00	57,000.00
Reinforcement (417,300 lbs.)	Lump Sum	All	Lump Sum	150,000.00
Coated Reinforcement (332,700 lbs.)	Lump Sum	All	Lump Sum	195,000.00
60'/65' Prestressed Bulb I Beams	Each	8	4,800.00	38,400.00
65'/70' Prestressed Bulb I Beams	Each	14	5,000.00	70,000.00
70'/75' Prestressed Bulb I Beams	Each	8	5,000.00	40,000.00
80'/85' Prestressed Bulb I Beams	Each	2	5,600.00	11,200.00
85'/90' Prestressed Bulb I Beams	Each	32	5,700.00	182,400.00
90'/95' Prestressed Bulb I Beams	Each	2	6,000.00	12,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	220	55.00	12,100.00
Structural Steel (1,085,000 lbs.)	Lump Sum	All	Lump Sum	950,000.00
Bearing Devices	Each	48	350.00	16,800.00
Concrete Bridge Rail	Lin. Ft.	3,250	25.00	81,250.00
Protective Fence	Lin. Ft.	1,590	25.00	39,750.00
Splash Boards	Lin. Ft.	200	30.00	6,000.00

1-1/2-inch Electrical Conduit	Lin. Ft.	1,600	9.00	14,400.00
				$3,147,890.00

ANTICIPATED ITEMS

Railroad Protective Costs (BNRR)		All Required	$ 28,000.00
Railroad Protective Costs (PTRR)		All Required	24,000.00
On the Job Trainees ($0.80 x 1,000 hrs.)		All Required	800.00
EEO/Labor Compliance Monitoring	(0.5%)	All Required	23,226.69
			$ 76,026.69
		SUBTOTAL	$3,223,916.69
		Engineering	402,989.31
		TOTAL	$3,626,906.00

Length of Roadway ---------------	0.006 mi.
Length of Structure -------------	0.268 mi.
TOTAL	0.274 mile

RETAIN IN RESERVE

Right of Way Monumentation	All Required	$ 8,000.00
Portland Bureau of Water	All Required	50,000.00
Portland Bureau of Fire	All Required	1,000.00
Burlington Northern Railroad	All Required	20,000.00
Portland Terminal Railroad	All Required	20,000.00
	SUBTOTAL	$ 99,000.00
	Engineering	12,375.00
	TOTAL	$ 111,375.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$1,639,280.00	$1,393,388.00	$ 245,892.00
Traffic Signal	51,761.00	43,996.00	7,765.00
Structure	3,626,906.00	3,082,870.00	544,036.00
SUBTOTAL	$5,317,947.00	$4,520,254.00	$ 797,693.00
Reserve	111,375.00	94,668.00	16,707.00
TOTAL	$5,429,322.00	$4,614,922.00	$ 814,400.00

Group 010: 0%; Group 011: 100% Group 081 = 0%
Contract No. 10143
Prefix: C026-1924 (P.E.)
Prefix: C10143

Appn Code: 178

CPL:DRH:pf:bkb

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 18, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-9301(2)
N.W. Front Ave.-N.W. Yeon Ave.
Connection (Portland) Sec.
26th Avenue
Multnomah County

Enclosed for your file on the subject project is one copy one copy of a fully executed right-of-entry from Burlington Northern Railroad Company and one copy of a fully executed permit of entry from Portland Terminal Railroad.

CPL:bkb
Enc.
cc: R. Trygstad
General Files

Form 734-3122

Con 21 10

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: December 13, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Amendment to November 7, 1985 Bid Letting

This is an additional informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 7, 1985 on the following projects:

1. Burnt Woods-Dudlee Hill Section
   Corvallis-Newport Highway
   Benton and Lincoln Counties
   Grading, Paving and Landscaping
   Postponed from October 24, 1985

   Roadway shoulders adequately accommodate bicycles.

2. N.W. Front Ave.-N.W. Yeon Ave. Connection
   26th Avenue (Portland)
   Multnomah County
   Grading, Paving, Structure, Signing,
   Illumination and Signals
   Postponed from October 24, 1985

   Sidewalks, ramps and pedestrian signals will be provided for bicycle and pedestrian traffic.

3. Tunnel #1, Audubon Society Building Section
   N.W. Cornell Road
   Multnomah County
   Grading, Paving and Structures
   Postponed from October 24, 1985

   Bicycle and pedestrian facilities are incorporated in the project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

STATE OF OREGON
HIGHWAY ACCOUNTING
Administration - 378-6578

INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Donald Trout, Federal Aid Supvr.
Program Section

DATE: December 11, 1985

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: **Pre-award Evaluation-Supplemental**
CH2M Hill, Northwest, Inc.
N.W. Front - N.W. Yeon Connection

Your memo dated November 20, 1985 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental preliminary engineering proposal between CH2M Hill and the Highway Division that increases the contract maximum payment from $188,027.00 to $230,798.00.

We have evaluated the attached agreement and related documents and concluded, that due to changes in the scope of work, additional costs are reasonable, allocable, and allowable for reimbursement purposes after the following changes have been made:

Change new amount of contract to $230,798.00.

Accordingly, we recommend approval of this supplemental agreement contingent upon the incorporation of the above changes.

VES:rs

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT [illegible] PROGRAM UNIT ___
DEC 1[illegible] 1985
REFER TO Changes
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1307

December 11, 1985

CON 5 - 10,143

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,143 for work on the N. W. Front Ave.-N. W. Yeon Ave Connection (Portland) Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Tromp and McKinley Insurance Co.
P. O. Box 1357
Eugene, OR 97401

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Jerry Street
L. E. George

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

November 11, 1985

Office of Commission Services
Room 121
Salem, Oregon 97310

Re: N W Front Ave to N W Yeon Ave

Gentlemen:

This letter is a correction to our letter sub mitted to your office Friday afternoon 11-8-85, for our low bid on the above project.

THE DBE PARTICIPANTS ARE AS FOLLOWS:

TPT SERVICES INC OF MOLALLA, OREGON

Item #74.	Lump Sum	600.00	
Item #75.	Lump Sum	800.00	
Item #76.	Lump Sum	1,500.00	
Item #77.	Lump Sum	300.00	
Item #78.	46 Sq. Ft. @ 8.00	368.00	
Item #79.	9 Sq Ft @ 8.00	72.00	
Item #80.	12 Sq Ft. @ 10.00	120.00	
Item #81.	70 Sq Ft. @ 18.00	1,260.00	
Item #82.	Lump Sum	600.00	5,620.00

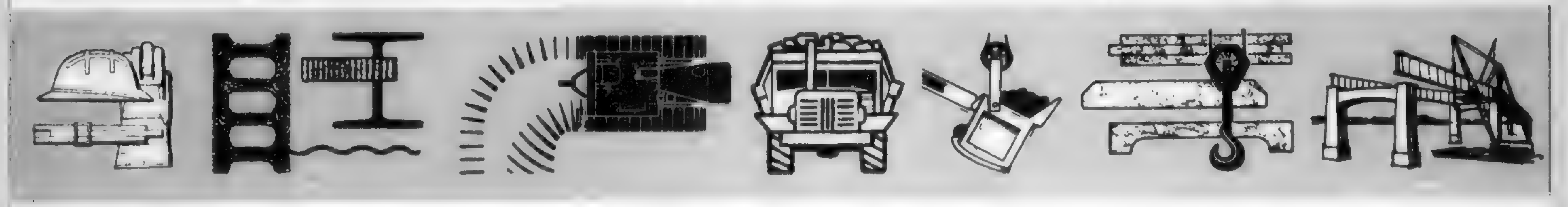
E M W CONSTRUCTION OF BEND, OREGON

Item: 57.	Expansion Joint	150' @ 150.00	22,500.00	
58.	Expansion Joint	100' @ 570.00	57,000.00	
61.	Beams	8 @ 4,800.00	38,400.00	
62.	Beams	14 @ 5,000.00	70,000.00	
63.	Beams	8 @ 5,000.00	40,000.00	
64.	Beams	2 @ 5,600.00	11,200.00	
65.	Beams	32 @ 5,700.00	182,400.00	
66.	Beams	2 @ 6,000.00	12,000.00	
70.	Bridge Rail (Excludes Rebar)	3,250' @ 18.00	58,500.00	492,000.00

Continued Next Page

TOTAL D B E PARTICIPATION 497,620.00

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

DBE & MBE CONTRACT PARTICIPATION ON
N W FRONT AVE TO N W YEON AVE CONTINUED:

THE WBE PARTICIPANTS ARE:

E M W CONSTRUCTION OF BEND, OREGON

Item #72:	Splice Boards 200' @ 30.00 L.F.	6,000.00

SERVICE STEEL ERECTION OF KENO, OREGON

Item. 59.	Install	417,300#'s Reinf Steel @ .11	45,903.00	
60.	Install	332,700#'s Reinf Steel @ .11	36,597.00	
67.	Install	14,000#'s Reinf Steel @ .11	1,540.00	
70.	Install	50,000#'s Reinf Steel @ .11	5,500.00	89,540.00

TOTAL WBE PARTICIPATION: 95,540.00

Sincerely,

DOUGLAS S COATS INC

Ruth L Fowler
Secretary

RECEIVED

cc Thomas Jones

DOUGLAS S COATS INC
P O BOX 311
BEND, OREGON 97709

Office of Commission Services
Room 121
Salem, Oregon 97310

Gentlemen:

For our low bid Thursday Nov 7, 1985 on the ~~S E~~ N W Front Ave to ~~Yew~~ N.W. Yeon Avenue we propose the following WBE/MBe. KP

The DBE participants are as follows:

TPT Services Inc of Molalla, Oregon:

Item 74.	Lump Sum	600.00
Item 75.	Lump Sum	800.00
Item 76.	Lump Sum	1,500.00
Item 77.	Lump Sum	300.00
Item 78.	46 Sq Ft. @ 8.00	368.00
Item 79.	9 Sq Ft. @ 8.00	72.00
Item 80.	12 Sq Ft. @ 10.00	120.00
Item 81.	70 Sq Ft. @ 18.00	1,260.00
Item 82.	Lump Sum	600.00
		5,620.00

E M W CONSTRUCTION OF BEND, OREGON

Item 57.	150' @ 150.00	22,500.00	
58.	Expansion Joint100' @ 570.00		57,000.00
61/.	Beams 8 @ 4,800.00 KP		38,400.00
62.	Beams 14 @ 5,000.00		70,000.00
63.	Beams 8 @ 5,000		40,000.00
64.	Beams 2 @ 5,600.00		11,200.00
65.	Beams 32 @ 5,700.00		182,400.00
66.	Beams 2 @ 6,000		12,000.00
70.	Br. Rail 250' @ 20.20' KP (Excludes Rebar)		50,500.00

THE WBE PARTICIPANTS ARE:

E M W Construction of Bend,Oregon.

Item 72. Splice Boards 200' @ 30.00 L F. 6,000.00

DOUGLAS S COATS INC
W BE/MBE PARTICIPATING LETTER.

Service Steel Erection of Keno, Oregon WBE

Item # 59.	Install	417,300#'s @ .11	45,903.00
60.	Install	332,700#'s @ .11	36,597.00
67.	Install	14,000#'s @ .11	1,540.00
70.	Install	50,000#'s @ .11	5,500.00
			89,540.00

TOTAL D B E PARTICIPATNG AMOUNT: 489,620.00

TOTAL W BE PARTICIPATING AMOUNT: 95,540.00

Sincerely.

DOUGLAS S COATS INC

Ruth L. Pooler
Secretary

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,143

[illegible] or 2W

STATE OF OREGON **INTEROFFICE MEMO**

TO: DON ADAMS
Final Design Engineer

DATE: 17 November 1983

FROM: CURT DUVAL
Metro Location Manager

File: 26-1924-901

SUBJECT: RIGHT-OF-WAY
N.W. Front Avenue - N.W. Yeon Connection

The Port of Portland has responded concerning their desire for railroad spur re-alignment to Terminal 2. We will be doing the design for the trackage which will cross Front Avenue and connect to the six westerly spurs now serving the terminal.

Their latest layout will require revisions to Parcels 2 and 5 of File No. 53300. Please put a hold on these files.

We also find that the taking needed for the 26th Avenue cul-de-sac is not shown on the Front-Yeon right-of-way maps.

Spur reconnection to the two westerly spur tracks would cross approximately 250-feet of pile-supported dock. A rough esitmate by the Port for restructuring the dock is close to $500,000. It may be less costly to eliminate service to these two tracks.

Our design work should be finished by the end of the year.

CHD:PEH:ap

cc: Steve Green
Don Fantz
Paul Hailey

1 Versteeg ✓
Anderson
V Adams A
Macnab
Stoudenmayer
Turpin
Trout
3 Wakerlig

RECEIVED
NOV 22 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Problems

81-125-1387

Con [illegible]

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FOR
Info | Inves | R/D | U/R | Sign | [illegible] | File

7. DATE AUTHORIZATION EFFECTIVE September 23, 1985

8. FEDERAL ROUTE NUMBER FAU 9301

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. W. Front Ave. - N. W. Yeon Ave. Connection (Portland)

11. GENERAL DESCRIPTION OF WORK
Grade, drain, pave, structure and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 8-13-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $6,881,830; Federal Funds $5,853,803.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 10/8/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossne

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: October 7, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. 1197

SUBJECT: Front-Yeon Connection (Portland)
Multnomah County
ODOT Agreement No. RR-1197

Attached is the State's copy of a fully executed Pipe Line Agreement relating to a 36" concrete storm sewer line to be constructed at the existing N.W. 26th Avenue crossing in connection with the subject project.

RDT:jr

cc: C. O. Fredrickson w/copy
Vern Skoog w/copy
Don Trout w/2 copies
Ed Hardt w/2 copies - Please give copy to Project Manager. We are to notify Burlington Northern Roadmaster, Mr. K. L. Pellens, 48 hours before beginning any work on this pipe line. His telephone number in Portland is 241-6294.

10/9/85
Entered in agree book

81-125-1367

CON 21-10-1

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 9-25-85

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 25, 1985

8. FEDERAL ROUTE NUMBER FAU 9301

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Front Ave. - N. W. Yeon Ave. Connection (Portland)

11. GENERAL DESCRIPTION OF WORK

Grade, drain, pave, structure and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ~~ADVERTISE FOR RECEIPT OF BIDS~~
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-17-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $6,886,830; Federal Funds $5,853,803.

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 9/25/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

RAILROAD COMPANIES
FILE No. 1206

September 24, 1985

Mr. Mike Murray
Union Pacific Railroad Co.
The 1515 Building
1515 S.W. Fifth Avenue
Portland, OR 97201

RE: Permit of Entry
Portland Terminal Railroad Co.
Front-Yeon Connection
(Portland)
Multnomah County
ODOT Agreement No. RR-1206

Dear Mike:

Attached is the Portland Terminal Railroad Company's copy of the fully executed Permit of Entry regarding the subject project. Thanks for your help.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
attach.

cc: Glen Marshall, PTRR w/copy

bc: Bob Gormsen w/original
D. E. Wilken w/copy
J. B. Boyd w/copy
Don Trout w/2 copies
Ed Hardt w/2 copies
Steve Green w/copy

10/9/85
noted in
agmt book
R

RECEIVED
SEP 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: September 24, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. 1197

SUBJECT: Front-Yeon Connections
(Portland)
Multnomah County
ODOT Agreement No. RR-1197

Attached is the State's fully executed counterpart of a Right of Entry from Burlington Northern Railroad Company regarding the subject project.

RDT:jr
Attach.

cc: D. E. Wilken w/copy
Don Trout w/2 copies
E. L. Hardt w/2 copies
Steve Green w/2 copies

RECEIVED
SEP [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

PROJECT NO.	SECTION	TEC ($)	FF ($)
BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 10, 1985
IN REPLY REFER TO

HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

NOTED
E. S. HUNTER

Oregon Project IX-9301(2)
N. W. Front Ave. - N. W. Yeon Ave.
26th Ave.

Oregon Project IX-1(24)
N. W. St. Helens - N. W. Nicholai
Lower Columbia R. Hwy.
Multnomah County (Portland)

In reference to our letters of August 26 and 28, 1985, and Mr. Boyd's response of September 5, 1985, we are approving the railroad agreements as requested.

Any readjustment or re-construction that may be necessary in the event of future exercise of clause 9 of these agreements will not be eligible for reimbursement with Federal funds.

Sincerely yours,

G. K. Hosner
for Dale E. Wilken
Division Administrator

cc:
OSHD (J. B. Boyd, R/W)
OSHD (G. Potter, Program)

RECEIVED
STATE HWY ENGR
SEP 11 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

J B Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: Oregon Project Nos. IX-9301(2) [illegible]
and IX-1(24) - [illegible] Rd. - [illegible]
HFO.6-OR

Your letters of August 26 and August 28 indicated a concern that the Pipeline Permits received for the two subject projects contained revocable clauses and did not ensure ongoing rights for the highway drainage facility.

We have discussed this with the Burlington Northern Office in Seattle. They indicate that this is a standard clause which has been used for some time and that it is used throughout the country on all of their projects. They indicate that various FHWA offices have questioned the revocable nature of the Permit but in the end have always accepted the clause as written. It would be hard to imagine a circumstance under which the Railroad would revoke our permit. I believe that for all practical purposes we have adequate ongoing rights. I would suspect that this is what the FHWA representatives in other states have concluded. I hope that this can be your conclusion also.

JBB:jr
cc: E. S. Hunter ✓
Gary Potter
Roger Trygstad

RECEIVED
STATE HWY ENGR
SEP - 6 '85
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 28, 1985

IN REPLY REFER TO
HFO.6-OR

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project IX-9301(2)
N. W. Front Ave. - N. W. Yeon Ave. Connection
26th Avenue
Multnomah County (Portland)

We have reviewed the permit agreement with BNRR as submitted with Mr. Potter's August 23, 1985 letter allowing construction of a 36-inch storm sewer outlet across their property. Paragraph 9 indicates that this is a revocable permit and does not assure ongoing rights for the highway drainage facility. If an easement cannot be obtained we would like to see a clause giving perpetual rights as long as the facility is operated for its intended purpose.

We cannot participate in ongoing use or maintenance fees, nor can we participate in the cost of construction features on property not under control of the Highway agency.

Sincerely yours,

G. K. H[illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. Trygstad, R/W, Util)
OSHD (B. Boyd, R/W)
OSHD (G. Potter, Program)

Boyd
Act

cc Boyd
Potter
8-30-85

NOTED
ROBERT N. BOTHMAN

RECEIVED
STATE HWY ENGR

AUG 29 '85

REFER TO
Bothman

FOR

Info	Answer	R/D	D/R	Sign	Act	File
					✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 23, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Proposed Rail Agreement
Project No. IX-9301(2)
N.W. Front Ave.-N.W. Yeon Ave. Connection (Portland) Sec.
26th Avenue
Multnomah County

I request your approval of the enclosed copy of a proposed agreement with Burlington Northern Railroad Company which was approved by the Highway Division on July 1, 1985. This agreement covers a permit for the installation of a 36-inch storm water pipeline crossing of the railroad trackage.

CPL:bkb
Enc.
cc: E.L. Hardt, Metro
R. Trygstad
General Files

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Transportation Finance & Administration
1120 S.W. Fifth Avenue
Room 702
Portland, Oregon 97204-1972
(503) 796-7015

August 20, 1985

OM MRE OE PPM CE
TOS AUG 22 1985 ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Oregon State Highway Division
Attn: Donald E. Fantz noted DEF
9002 S. E. McLoughlin Blvd.
Milwaukie, OR 97222

Re: Yeon-Front Avenue Connection

Dear Don:

The City of Portland has the following comments on the preliminary plans:

1) On sheet 5, sidewalk ramps should be installed on the north side of Front Avenue at the new intersection unless the Port of Portland driveway interferes.

2) Enclosed is a copy of the "No Parking in This Block" sign to be installed in lieu of the one shown on sheet 2E.

3) Install weep holes in bottom of steel pier caps to allow water to drain out.

4) On sheet 31, do not butt weld or weld perpendicular to the tension member for the tension flange splice. Instead, use a plate welded parallel to the tension flange.

5) On sheet 2E-1 sign #14 and 18 are to be made with sheet aluminum only with mounting extrusions riveted to the sign per Standard Drawing No. S-2. Rivets to be color coated to match sign face. Also these two signs are to be mounted on single post slip bases except the single extruded sign mount shown on Standard Drawing No. 31104 shall not be used.

6) On sheet 2E-1, when mounting signs on pipe posts, use 2-inch pipe, schedule 40. Do not mount any signs on wood posts.

7) Include a granular trench backfill, such as sand, for the storm sewer. Experience has shown the existing material is unsuitable for backfill.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
AUG 27 1985
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

4

8) On sheets 2 and 2A show class 'C' asphalt concrete instead of class 'B'.

9) On sheets 2A and 6, construct a 5-foot sidewalk on the "26th" line from Sta. 14+60.88 to 15+61.70.

If you have any questions, contact Brett Kesterson at 796-7163.

Sincerely,

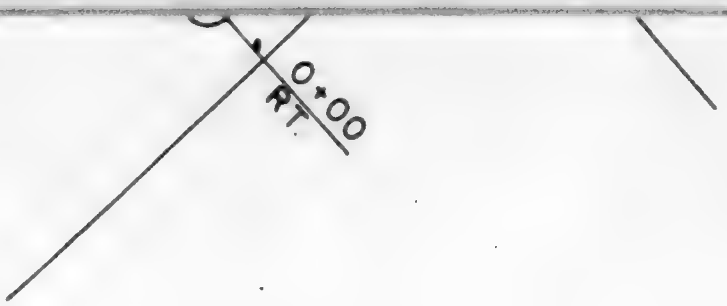
L. David Hill

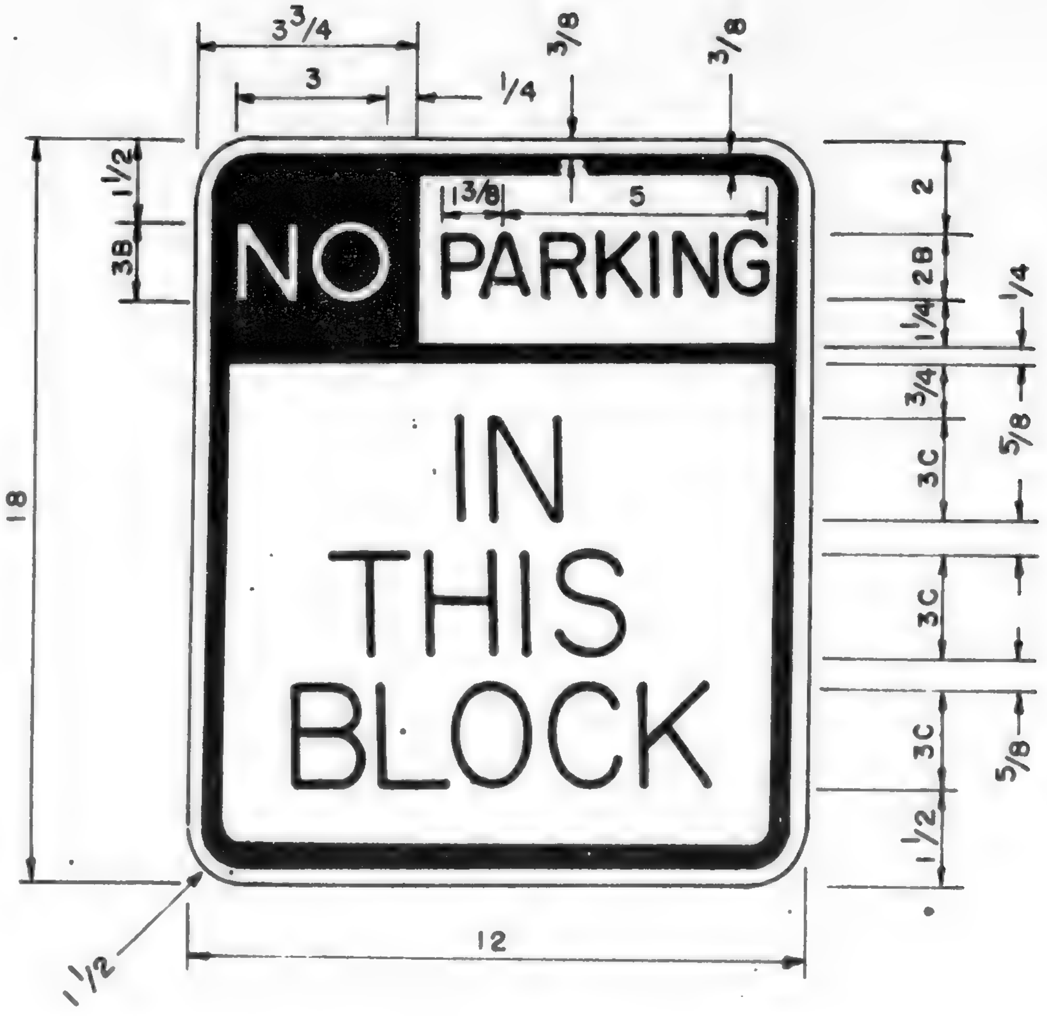
L. David Hill, P.E.
Arterial Street Design & Construction
Bureau of Transportation Engineering

LDH:BIK:cr

Enclosures

cc: Bridge
Road Design

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COLORS

TOP LEFT	TOP RIGHT & BOTTOM
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BACKGROUND - RED	BACKGROUND - WHITE

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 9, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 00049
Project No. IX-9301(2)
N.W. Front Ave.-N.W. Yeon Ave. Conn.
(Portland) Sec.
City Street
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 19, 1985.

Clearinghouse review conclusions were previously forwarded.

DRH:bkb
Attachments
cc: E.L. Hardt, Metro
Wayne Schulte, Metro
Gary Zehner, w/attach.
General Files

6

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPM CODE	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I PROJECT POST MI.	ITEM NO.	PROJECT LOCATION
OREGON	41	177	IX-	9301	(2)		00049	City St., NW 26th (Portland)

CHARACTER OF PROPOSED WORK Gr., Dr., H-T Pave, Str. & Traf. Sig.	CLASS OF FEDERAL FUNDS Interstate Transfer Grants NAME OF URBAN AREA Portland

COUNTY NAME	CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Multnomah	051	10	ADT	None DHV	1		8-9-85

ROUTE NO.	FEDERAL - AID	U	C	STATE	U.S.
U	9301			City St.	----

WORK TYPE	TYPE OF IMPR.	SECTION	KEY ID NO.	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
			00586					
CONST I000 X131 Y031	(01) (08) (12)	"NW Front Ave.-NW Yeon Ave. Conn. (Portland) Sec."		0.332	6,900,000	5,865,000	1,035,000	
PREPARED BY DRH			PROJECT TOTALS	0.332	6,900,000	5,865,000	1,035,000	

REMARKS

Additional Data: Item No. 00049; Project Nos. IX-0000(20) & IX-9301(1).

Project Data: Work under this project consists of: 1) construct steel girder railroad overcrossing structure (Bridge No. 16660) length 1,412.5 ft., roadway width 40 ft. curb to curb; 2) construct approaches requiring grade, drain and H-T pave to provide 40 ft. curbed section; 3) railroad protective service as required; 4) install traffic signal at intersection of N.W. Front and N.W. Front/Yeon Conn.; 5) adjust utilities as required; and 6) incidentals common to this type.

Data for FHWA's 37:

Type Code	Cost
I000	$1,420,000
X131	5,410,000
Y031	70,000

Note: Included in MSD AE/TIP on Page 13, No. 24.

REV PR-1 934-2037(7-85)

Section N.W. Front Ave. - N.W. Yeon Ave. Connection (Portland) Programming Estimate $ 4,000,000
Highway 26th Ave. (Columbia R. Hwy.) Project Length 0.35 miles
County MULTNOMAH Completion Time 550 CD
Kind of Work Grading, Paving, Struct, Signs, Illum: Signals Est. Comp. Date April 22, '87
Prefix C26-1924 Letting Date Sept. 19, '85 Project No. IX - 9301(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 5,974,128^{00}
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
✓ Railroad Protective Costs . BNRR 28,000 PTRR 24,000	52,000	
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping.	2,000	
✓ Temporary Pavement Striping.	2,000	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
City ~~State~~ Furnished Program	500	$ 147,500^{00}
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
✓ On the Job Trainees ($0.80 x 1,000 hrs.)	800	
State Responsibility for Damages		
Signal Controller Testing + Turn-on	1,200	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
R/W Monumentation	8,000	
EEO/Labor Compliance Monitoring (0.5% Est. Cont. Amt.)	30,000	
. . . .		
. . . .		
. . . .		
Adjust Utilities:		
Portland Bureau of Water Works	50,000	
Portland Bureau of Fire	1,000	
Subtotal		$ 6,121,628^{00}
Contingencies (4-1/2%)		275,473^{26}
Engineering ([✓ 8], ~~9~~, ~~10~~%)		489,730^{24}
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 6,886,831^{50}

APPROVED cc: Wayne Schulte

Rec'd
8-8-85
G

8/8/85 BB

Road Design Engineer

Rev. 11/81

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Front Ave. N.W. - Yeon Ave. N.W. Connection	REFERENCE NAME/PHONE	COUNTY MULT.	SHEET 1 OF 5

KIND OF WORK Grading, Paving, Structure, Signs, Illum., Signals	KEY NUMBER	LENGTH 0.35 Mi.	DATE 8-2-85	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All	-	400,000-
2	Temporary Protection and Direction of Traffic		All	All	-	10,000-
3	Temporary Signs		Sq. Ft.	220	9-	1,980-
4	Temporary Barricades		Each	13	70-	910-
	ROADWORK					
5	Clearing and Grubbing		All	All	-	3,500-
6	Removal of Structures and Obstructions		All	All	-	20,000-
7	General Excavation		Cu. Yd.	3,835	7^{50}	28,762^{50}
8	Surcharge Removal Excavation		Cu. Yd.	1,825	5-	9,125-
9	Subexcavation		Cu. Yd.	8,500	15-	127,500-
10	Trench Excavation		Cu. Yd.	5,840	8-	46,720-
11	Finishing Roadbed and Slopes		All	All	-	1,500-
12	Watering		M-Gal.	70	10-	700-
13	Treated Base Mixture		Ton	7,300	9-	65,700-
14	Cement in Treated Base		Ton	365	60-	21,900-
15	Class "C" Asphalt Concrete		Ton	2,370	30-	71,100-

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Front Ave NW - Yeon Ave NW	REFERENCE NAME/PHONE	COUNTY MULT.	SHEET 2 of 5

KIND OF WORK (see Sht. 1)	KEY NUMBER	LENGTH 0.35 Mi.	DATE 8-2-'85	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
16	10-inch Storm Sewer Pipe		Lin. Ft.	787	15-	11,805-
17	12-inch Storm Sewer Pipe		Lin. Ft.	756	15^{50}	11,718-
18	15-inch Storm Sewer Pipe		Lin. Ft.	208	19-	3,952-
19	27-inch Storm Sewer Pipe		Lin. Ft.	194	38^{50}	7,469-
20	30-inch Storm Sewer Pipe		Lin. Ft.	306	43-	13,158-
21	36-inch Storm Sewer Pipe		Lin. Ft.	228	55-	12,540-
22	42-inch Storm Sewer Pipe		Lin. Ft.	226	80-	18,080-
23	48-inch Storm Sewer Pipe		Lin. Ft.	458	100-	45,800-
24	Extra for Pipe Under Pavement		Lin. Ft.	872	15-	13,080-
25	Bedding Material		Cu. Yd.	564	12^{50}	7,050-
26	Installing 36-inch Pipe Under R.R.		Lin. Ft.	140	350-	49,000-
27	Concrete Manholes, Under 10 Feet Deep		Each	5	1,600-	8,000-
28	Concrete Manholes, 10 to 20 Feet Deep		Each	4	2,350-	9,400-
29	Concrete Manholes, Special		Each	6	5,000-	30,000-
30	Concrete Inlets, Type P		Each	14	350-	4,900-
31	Concrete Inlets, Type G-2MA		Each	1	700-	700-
32	Guard Rail, Type 2		Lin. Ft.	185	8^{50}	1,572^{50}
33	Guard Rail Anchors, Type 1		Each	2	300-	600-
34	Rail End Pieces, Type C		Each	2	90-	180-
35	CL-6R Chain Link Fence		Lin. Ft.	1,650	6-	9,900-

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Front Ave. N.W. - Yeon Ave. N.W.
REFERENCE NAME/PHONE
COUNTY MULT.
SHEET 3 OF 5
KIND OF WORK (see Sht. 1)
KEY NUMBER
LENGTH 0.35 Mi.
DATE 8-2-85
NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
36	Concrete Walks		Sq. Yd.	1,000 ~~1,050~~	12-	12,000
37	Concrete Driveways		Sq. Yd.	550 ~~500~~	30-	16,500-
38	Concrete Curbs		Lin. Ft.	2,110	5-	10,550-
39	Extra For Asphalt Approaches		Each	3	200-	600-
40	Concrete Barrier		Lin. Ft.	550	35-	19,250-
41	Adjusting Manholes		Each	9	200-	1,800-
42	Adjusting Inlets		Each	1	200-	200-
43	Concrete Railroad Crossing		All	All	-	35,000-
	STRUCTURE					
44	Shoring, Cribbing, Etc.		All	All	-	20,000-
45	Structure Excavation		Cu. Yd.	1,340	10-	13,400-
46	Special Wall Backfill		Cu. Yd.	65	13-	845-
47	Furnish Pile Driving Equipment		All	All	-	15,000-
48	Furnish HP14x102 Steel Piling		Lin. Ft.	18,780	40-	751,200-
49	Drive Steel Piles		Lin. Ft.	18,780	2-	37,560-
50	(675 C.Y. @ $225) Structural Concrete, Class 3300		All	All	-	151,875-
51	(940 C.Y. @ $400) Structural Concrete, Class 4000		All	All	-	376,000-
2	(2,150 C.Y. @ $450) Structural Concrete, Class 4500		All	All	-	967,500-
3	Expansion Joints, Single Strip Seal		Lin. Ft.	100	125-	12,500-
4	Expansion Joints, Double Strip Seal		Lin. Ft.	150	600-	90,000-

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: Front Ave. N.W. ~ Yeon Ave. N.W.
REFERENCE NAME/PHONE:
COUNTY: MULT
SHEET: 4 OF 5
KIND OF WORK:
KEY NUMBER:
LENGTH: 0.35 mi.
DATE: 8-5-85
NAME: Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
55	Reinforcement (417,300 lbs. @ 0^{45})		All	All	-	187,785
56	Coated Reinforcement (332,700 lbs. @ 0^{85})		All	All	-	282,795-
57	60'/65' Prestressed Bulb I Beams		Each	8	7,500-	60,000-
58	65'/70' Prestressed Bulb I Beams		Each	14	7,750-	108,500-
59	70'/75' Prestressed Bulb I Beams		Each	8	8,000-	64,000-
60	80'/85' Prestressed Bulb I Beams		Each	2	9,500-	19,000-
61	85'/90' Prestressed Bulb I Beams		Each	32	10,000-	320,000-
62	90'/95' Prestressed Bulb I Beams		Each	2	10,500-	21,000-
63	Reinforced Concrete Bridge End Panels		Sq. Yd.	220	50-	11,000-
64	Structural Steel (1,085,000 lbs. @ 0^{75})		All	All	-	813,750-
65	Bearing Devices		Each	48	1,200-	57,600-
66	Two Tube Aluminum Railing		Lin. Ft.	190	50-	9,500-
67	Concrete Bridge Rail		Lin. Ft.	3,250	50-	162,500-
68	Protective Fence		Lin. Ft.	1,590	60-	95,400-
69	Splash Boards		Lin. Ft.	200	40-	8,000-
70	1-1/2-inch Electrical Conduit		Lin. Ft.	1,600	4^{50}	7,200-

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Front Ave. NW - Yeon Ave NW	REFERENCE NAME/PHONE	COUNTY MULT.	SHEET 5 OF 5	
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	SIGNING					
71	Removal of Existing Sign Installations		All	All	-	5,000-
72	Wood Sign Posts		All	All	-	200-
73	Pipe Sign Posts		All	All	-	1,400-
74	Sign Support Footings		All	All	-	1,000-
75	Type "C" and "D" Signs in Place		Sq. Ft.	46	12-	552-
76	Type "I" Signs in Place		Sq. Ft.	9	11-	99-
77	Type "T" Signs in Place		Sq. Ft.	12	12^{50}	150-
78	Type "U" Signs in Place		Sq. Ft.	70	14^{50}	1,015-
79	Move and Reinstall Existing Signs		All	All	-	1,000-
	ILLUMINATION					
80	Pole Foundations		All	All	-	9,500-
81	Roadway Lighting Poles and Arms		All	All	-	27,400-
82	Luminaires, Lamps and Ballasts		All	All	-	12,700-
83	Switching, Conduit, Wiring, Etc.		All	All	-	29,900-
	TRAFFIC SIGNALS					
84	Traffic Signal Installation, Complete		All	All	-	47,000-
85	Model 170 Controller Equipment, Complete		All	All	-	9,100-

26-1924

STATE OF OREGON

INTEROFFICE MEMO

TO: DAVE HARMON
Bridge Section

DATE: July 25, 1985

FROM: Donald E. Fantz
DONALD E. FANTZ
Project Coordinator

SUBJECT: Yeon-Front Overcrossing, 26th Avenue

I have received preliminary plans for the Port of Portland Terminal 2 development. The plans require modification of our driveway designs on the east side of N.W. Front Avenue. Two driveways are required on the Port of Portland frontage within the project limits.

I have reviewed these driveway locations with the City of Portland, Bureau of Transportation Engineering, and Bureau of Traffic staffs. The driveways are acceptable to the City of Portland with modifications shown. The main entrance should be a 96-foot driveway with centerline of driveway at sta. 205+46. This is slightly wider than the Port of Portland request to allow a truck turning radius into the westbound Front Avenue travel lane. The driveway centerline is also shifted to line up the 26th Avenue connection through/left-turn lane with the Port of Portland driveway inbound lane.

Reminder about previous input.

I will inform the Port of Portland engineering staff of the required location change for the driveway. I will also forward to the City of Portland, Bureau of Traffic Engineering, copies of the Port of Portland design (modified) for use in their traffic signal design.

The Port of Portland has awarded a contract for the first stage of work on their Terminal 2 development which places fill in some of the existing berths and demolishes existing buildings. These driveways should be placed during our contract to accommodate the Port of Portland development schedule.

The Port of Portland also raised questions about the three inlets located in front of the proposed driveway. It appears that without revision to the vertical alignment for the left side of Front Avenue, the inlet location shown could not be shifted. In review of the vertical curve alignment, I found the appearance of highway-type design criteria in applying the 400-foot vertical curve with a mild change in grade. The City has not had a chance to review our construction plans but this long vertical curve is inconsistent with treatment preferred by the City of Portland for mild grade differences as reviewed by Don Adams in October 1984. A shorter vertical curve would reduce the potential for ponding on the roadway surface in front of the driveway and possibly eliminate one or more of the inlets.

The Port of Portland is asking and the City will allow the slopes of the main entrance driveway to be modified to reduce the "bounce" of large trucks entering the terminal. This may be accomplished by depressing the back of the driveway three and one-half inches from normal back of walk grades. Application of this reduced slope to the driveway may influence the left profile grade of Front Avenue.

po

cc: Jim McClure
Curt Duval
Paul Hailey
Dick Leu
Bret Kesterson
Mike Bauer

Attachments

STATE OF OREGON

INTEROFFICE MEMO

TO: TED LITCHFIELD
Specifications Engineer

DATE: June 24, 1985

FROM: Edward L Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT:

PROJECT COSTS
NW Nicolai-W. Fremont Intch.
NW St. Helens Road-NW Nicolai
Front-Yeon Connection

Please program in the project authorizations for the projects listed below funds for "right-of-way monumentation" and "public information".

	SURVEY MONUMENTATION	PUBLIC INFORMATION
NW Nicolai-W. Fremont Intch. Lower Columbia River Highway (I-405 Fwy. Ext.)	$25,000	$5000
NW St. Helens Road-NW Nicolai NW Yeon Ave.	11,000	5000
Front-Yeon Connection NW 26th Ave.	8,000	----

ELH/cp
cc Curt Duval
Lou Spisla
Mary Volm

RECEIVED
JUN 25 1985
ROAD DESIGN SECTION

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81-125-1387

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 13, 1985

8. FEDERAL ROUTE NUMBER FAU 9301

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Front Street - Yeon Street Connection (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-11-85, with no additional obligation of funds, you are authorized to proceed with the acquisition of File Numbers 54598 and 54599 as shown on Railroad Encroachment map 9B-25-22 at a TEC of $8,000 - Federal Funds $6,800.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 6/14/85

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 11, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-9301(1)
Front-Yeon Connection (Portland) Sec.
N.W. 26th Avenue
Multnomah County

I request your authorization to proceed with the actual acquisition of files 54598 and 54599 on the subject project. The areas to be acquired are as outlined in red and yellow on the enclosed copy of railroad encroachment map 9B-25-22 and do not involve relocation assistance.

The estimated cost of the properties is $8,000, however, no increase in total cost or federal funds, as currently under agreement, is anticipated for these additional files.

CPL:bkb
Enc.
cc: J. Boyd
D. Aman
E. Hardt
W. Schulte
General Files

Form 734-3122

June 4, 1985

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

RE: PUC Application
Front-Yeon O'Xing
N.W. 26th Avenue
City of Portland
Multnomah County

Dear Dave:

Attached is the original and ten copies of a PUC Application relating to our desires to construct a structure over the Burlington Northern and Portland Terminal Railroad tracks near N.W. 26th Avenue. As a part of this project, the existing grade crossing at N.W. 26th Avenue will be closed.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
attach.

bc: H. S. Coulter w/attach.
E. S. Hunter w/attach.
Walt Hart w/attach.
Ed Hardt w/attach.
C. O. Fredrickson w/attach.
Don Trout w/attach.
J. L. Sollis w/attach.

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUN 5 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	[illegible]	File

PUC Docket No. SXF ____________

PUC Crossing No. ____________

DOT-AAR Crossing No. ____________

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon by and through its Department (name of applicant) of Transportation, Highway Division.

for the authority, pursuant to ORS 763. 040 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of N.W. 26th Avenue (name of street or highway)

and Burlington Northern, Portland Terminal Railroad Co. (name of railroad company)

Main Lines (name of railroad main or branch line or other trackage)

in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Surface Transportaton Act of 1983

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) __X__ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) __X__ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE A TOM OF PRECEDING PAGE BEFORE COMPLETING S FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Department of Transportation, Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763.40 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost

b. City Portland

c. Nearest railroad station

d. County Multnomah

e. The proposed project is to be in the NE 1/4 of the NE 1/4 of Section 29, Township 1N, Range 1E, W. M.

4. a. Name of public highway involved in this project:

N.W. 26th Ave.

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Burlington Northern, Portland Terminal Railway Company

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Burlington Northern

b. Portland Terminal Railroad Company

c.

d. Multnomah County, Dept. of Environmental Service, 2115 S.E. Morrison Portland, Oregon

e. City of Portland, 1. Transportation Dept., 1120 S.W. 5th, Portland, Oregon
2. Utilities Dept., 1120 S.W. 5th, Portland, Oregon

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
Replace the grade crossing @ N.W. 26th Ave. with a new alignment of a
structure over Burlington Northern and Portland Terminal Railway Lines
N.W. 26th Ave. grade crossing will be closed.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? The elimination of a grade crossing. This is an industrial area with heavy truck traffic. This new structure will allow a free flow of traffic.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ____________ (N or E) to ____________ (S or W)) of:

At present--			After completion--		
Shoulder** of	______	feet	Shoulder of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Median of	______	feet	Median of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Shoulder of	______	feet	Shoulder of	______	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface--	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	____	____
Type of surface of traveled way:		
on approaches	____	____
at crossing	____	____
Type of surface on shoulders;	____	____
Condition of surface:		
on approaches	____	____
at crossing	____	____
Is highway curbed on the approaches?	____	____
Is there one or more sidewalks at this crossing?	____	____

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--	At present:	After completion:
____ (N or E) approach	± ____ %	± ____ %
____ (S or W) approach	± ____ %	± ____ %

(5) Nearest public roadway intersection on each approach--

(a) ____ (N or E) approach: ____ ft; ADT ____

(b) ____ (S or W) approach: ____ ft; ADT ____

Name of road or highway:

(a) ______________________________

(b) ______________________________

Public authority with jurisdiction over road or highway:

(a) ______________________________

(b) ______________________________

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ____ (yes/no); (b) ____ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

b. The Railroad — At present: — After completion:

(1) Number of tracks— 5 — 5

Name of each track from N (N or E) to S (S or W):

A. Siding B. Mainline C. Siding D. Siding E. Ladder Track

(2) Angle of intersection— ____° ____°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment—Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch--	At present:	After completion:
________ of crossing: (N or E)	________ ft.	____________ ft.
________ of crossing: (S or W)	________ ft.	____________ ft.

12. Use of the crossing:
a. The Highway

(1) Average daily traffic volume--

At present: 2320; After completion 2600;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ________ approach: (N or E)	________ mph	________ mph
on ________ approach: (S or W)	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

(1) Train movements-- (avg. per day)	At present:	Expected after completion:
Freight trains:	________	____________
Switching movements:	________	____________
Passenger trains:	________	____________
(2) Speed of trains--		
Maximum allowable:	________ mph	____________ mph
Typical:	________ mph	____________ mph
Slowest Normal:	________ mph	____________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ approach: (N or E)	________ ft. to right; ________ ft. to left
________ approach: (S or W)	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

14. List the number and types of protective devices to be installed at the [illegible]ssing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: ______________________________

Number of such devices: ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation: ______________________________

(2) Estimated cost of installation: $______________________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: ______________________________

Number of such devices ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $______________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ______________________________

Number of such devices: ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $______________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: ______________________________

Number of such devices: __________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $______________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

Estimated cost of this portion: $______________________________

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ______________________________

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof: ______

b. Remainder of crossing area: ______

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks—island circuits.)

______

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

______ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

______

SECTION III. Separated Crossing

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

X (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation, Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation, Highway Div.	95%
Burlington Northern	3%
Portland Terminal Railroad Co.	2%

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies:
City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern, Portland Terminal Railroad Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies:
City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern, Portland Terminal Railroad Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
City of Portland

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): The edge of Pier 9 footing will be 8'-6" to the center line of Track A. A window will be needed for setting the steel beams over the railroad tracks.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

N.W. 26th Ave., Portland Oregon (Crossing No. 50-001.88)

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: The new N.W. Front-Yeon Overcrossing is to replace N.W. 26th Ave.

Route B:

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A — 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: 0

Route B: 0

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: No

Route B:

33. Will emergency services to or from the area served by the crossing to be closed be adversely affected?

No
(yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

34. What protective devices are currently installed at the crossing to be closed?

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

No
(yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.)

Roadway surface removal, appropriate signing, building of a cul-de-sac.

37. Who will close the crossing? Oregon Department of Transportation, Highway Division

38. Who will bear the expense of closing the crossing? Oregon Department of Transportation, Highway Division

39. Who will maintain the barricades, if any, at the closed crossing?

40. Who will pay for said maintenance?

SECTION V. — (To be completed [illegible]ll.)

41. Upon completion of this project, will it be possible to close any existi[illegible] grade crossing(s) in the area? Yes (yes/no)

If yes, list and explain: N.W. 26st Avenue. All other grade crossings in the vicinity necessary for the expedient flow of traffic and access to areas.

If no, explain why not: ____

42. Other items of construction and cost distribution:

None

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes - Drawing No. 40755 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4,5,8,9,10,11,12

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 4th day of June, 1985.

(Applicant)

(Attorney)

PUC Form 202 (30) 1-80
Page Seventeen (Section V)

I, Roger D. Triostad, being first duly sworn, say I am the applicant in the within enti d cause, and that the foregoing applicat is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

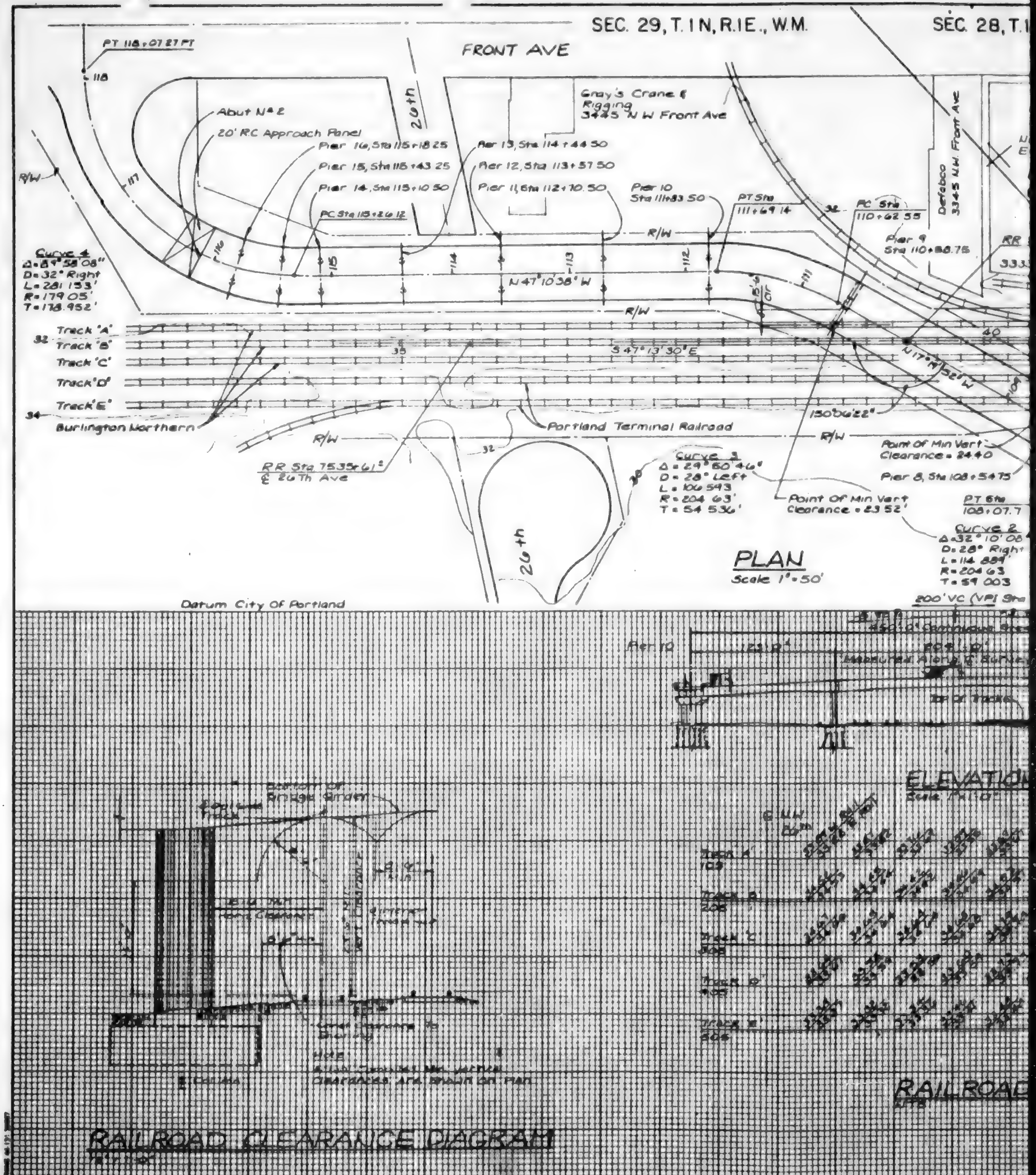
Subscribed and sworn to before me this 4th day of June, 1985.

(Notary Public for Oregon)

My Commission Expires: ______

PUC Form 202 (30) 1-80

Signature Page



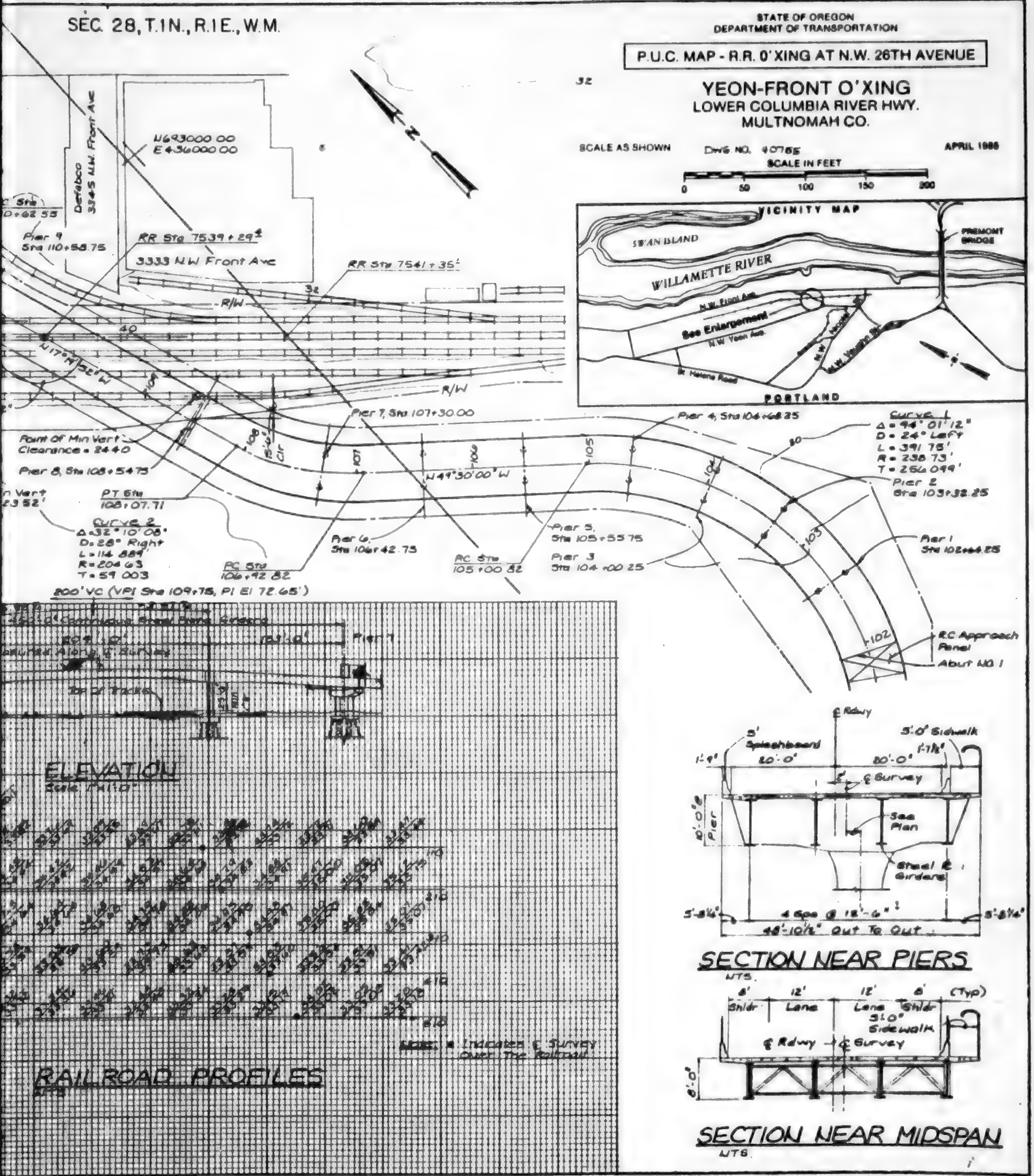
SEC. 29, T. 1 N, R. 1 E., W.M.
SEC. 28, T.1
FRONT AVE
PT 118+07.27 PT
118
26th
Gray's Crane & Rigging 3445 N W Front Ave
Abut No 2
20' R.C. Approach Panel
Pier 16, Sta 115+18.25
Pier 15, Sta 115+43.25
Pier 14, Sta 115+10.50
Pier 13, Sta 114+44.50
Pier 12, Sta 113+57.50
Pier 11, Sta 112+70.50
Pier 10 Sta 111+83.50
PT Sta 111+69.14
PC Sta 110+62.55
PC Sta 115+26.12
Pier 9 Sta 110+88.75
Defabco 3345 N.W. Front Ave
26th Ave
R/W
Curve 4
Δ=81°58'08"
D=32° Right
L=281.153'
R=179.05'
T=178.952'
N 47°10'38" W
S 47°13'30" E
N 17°41'52" W
150°06'22"
Track 'A'
Track 'B'
Track 'C'
Track 'D'
Track 'E'
Burlington Northern
Portland Terminal Railroad
R R Sta 7535+61± ℄ 26th Ave
Curve 3
Δ=29°50'46"
D=28° Left
L=106.543
R=204.63'
T=54.536'
Point Of Min Vert Clearance = 23.52'
Point Of Min Vert Clearance = 24.40
Pier 8, Sta 108+54.75
PT Sta 108+07.7
Curve 2
Δ=32°10'08"
D=28° Right
L=114.889'
R=204.63
T=59.003
PLAN
Scale 1"=50'
26th
Datum City Of Portland
200' VC (VPI Sta
Pier 10
Top Of Tracks
ELEVATION
Bottom Of Bridge Girder
RAILROAD CLEARANCE DIAGRAM
RAILROAD

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP - R.R. O'XING AT N.W. 26TH AVENUE

YEON-FRONT O'XING
LOWER COLUMBIA RIVER HWY.
MULTNOMAH CO.

SCALE AS SHOWN DWG. NO. 40765 APRIL 1986


SEC. 28, T.1N., R.1E., W.M.
SCALE IN FEET
0 50 100 150 200
N
32
N693000.00
E4360000.00
Defaboo 3345 N.W. Front Ave
RR Sta 7539 + 29±
3333 N.W. Front Ave
RR Sta 7541 + 35±
R/W
40
N17°N 52' W
Pier 9 Sta 110+58.75
Pier 8, Sta 108+54.75
Pier 7, Sta 107+30.00
Pier 6, Sta 106+42.75
Pier 5, Sta 105+55.75
Pier 4, Sta 104+68.25
Pier 3 Sta 104+00.25
Pier 2 Sta 103+32.25
Pier 1 Sta 102+64.25
Point Of Min Vert Clearance = 24.40
PT Sta 108+07.71
PC Sta 106+92.82
PC Sta 105+00.82
N49°30'00" W
Curve 1
Δ = 94° 01' 12"
D = 24° Left
L = 391.75'
R = 238.73'
T = 256.099'
Curve 2
Δ = 32° 10' 08"
D = 28° Right
L = 114.889'
R = 204.63
T = 59.003
RC Approach Panel
Abut No. 1
108
107
106
105
104
103
102
VICINITY MAP
SWAN ISLAND
WILLAMETTE RIVER
FREMONT BRIDGE
N.W. Front Ave.
See Enlargement
N.W. Yeon Ave.
St. Helens Road
PORTLAND
200' VC (VPI Sta 109+75, PI El 72.65')
Continuous Steel Plate Girders
Measured Along Survey
Pier 7
Top Of Tracks
ELEVATION
Scale 1"=10'
RAILROAD PROFILES
NTS
NOTE: * Indicates Survey Over The Railroad
Rdwy
5' Splashboard
5'-0" Sidewalk
20'-0"
20'-0"
Survey
See Plan
Steel Girders
4 Spa @ 11'-6"
5'-8¼"
48'-10½" Out To Out
SECTION NEAR PIERS
NTS
8' Shldr
12' Lane
12' Lane
8' Shldr
(Typ)
5'-0" Sidewalk
Rdwy
Survey
6'-0"
SECTION NEAR MIDSPAN
NTS

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 19, 1985

IN REPLY REFER TO

HBR-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project IX 0000(20)
Bridge No. 16660
N. W. Front - N. W. Yeon

We have reviewed the consultant's (CH2M) preliminary bridge plans submitted by Mr. Hart's January 8 letter for the N. W. Yeon/N. W. Front Avenue section We feel that the proposal is a good solution to a difficult situation and approve the proposal.

It does appear that some economy could be realized if the steel girders could be chorded rather than curved. This may be possible by having angle points at the girder splices. We ask that this be given consideration.

Please proceed with the design.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (W. Hart, Bridge)

RECEIVED
STATE HWY ENGR
APR 22 '85
REFER TO
Hunter
FOR

[illegible]

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

February 11, 1985

Oregon State Highway Division
Attn: Wayne Schulte
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Re: NW Yeon - NW Front Railroad Overcrossing

Dear Mr. Schulte:

The City of Portland has the following comments concerning the design of the bridge over the Burlington Northern and Portland Terminal railroad tracks.

1) The asphalt concrete pavement on the deck surface should have a control or expansion joint at each bridge support.

2) No stiffeners were shown for the steel beams. How is the beam supported at Piers 8 and 9? No bridge plate was shown on drawings.

3) Diaphragm bracing is shown only at mid-span instead of at 1/3 span.

4) The steel "I" beams at Piers 8 and 9 are cast into the concrete. This condition exposes the steel to loss of section due to rust from moisture. The moisture will come through the deck due to cracking at the negative moment above the piers. Inspection of older bridges in the city has shown as much as 3/8" loss of section in webs of plate girders when concrete is adjacent to structural steel. Thermal expansion may also cause problems at Piers 8 and 9 since exposed steel will expand faster than imbedded steel, thereby making it possible for a failure in the post tensioned pier caps.

Any verbal discussions about the bridge design should be directed to Bob Graham at 796-7063 or Steve Barrett at 796-7059.

Sincerely,

L. David Hill

L. David Hill, P.E.
Arterial Street Design & Construction
Bureau of Transportation Engineering
for Dick Schmidt, Highway Coordinator

LDH:BIK:mm

c: Bob Graham
Steve Barrett

CC w/Plans: Jerry Backstrand
Bridge Section

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT 4 PROGRAM UNIT ___
FEB 13 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

G

ON 21-10-1

October 15, 1984

CH2M-Hill, Northwest, Inc.
2300 NW Walnut Boulevard
Corvallis, OR 97339

AGR

MISC. CONTRACTS and
AGREEMENTS No. 8[illegible]1

Gentlemen:

Attached for your records is a fully executed copy of a personal service contract for engineering services covering the N.W. Front-N.W. Yeon Connection Project.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc Walt Hart Attn: Dave Harmon (info. only)
Jack Sollis (agree. att.)
Ed Marges (info only)

OCN 31-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
16660

July 30, 1984

C. G. Bader, P.E.
Vice President
Swan Wooster Engineering Inc.
500 NE Multnomah, Suite 950
Portland, OR 97232

Consulting Engineering Services
Front-Yeon Connection
BR 16660

The Consultant Selection Committee for the Oregon Department of Transportation-Highway Division met on July 25 and reviewed the technical and cost proposals for the subject bridge project. The committee recommended and the State Highway Engineer has concurred with the selection of CH2M-Hill to provide engineering services on this project. In the event that negotiations with the selected firm are unsuccessful, the proposals will be reassessed, and an alternate firm contacted.

We appreciate your interest in this project and the effort required to submit a proposal. The Department looks forward to the possibility of working with you in the future. If you have any questions about the review of your proposal, please contact this office.

RIGINAL SIC
ALTER J. HAR

Walter J. Hart, P.E.
Bridge Engineer

DGH:jrb

bc: ~~Fred Miller~~
H. S. Coulter
E. S. Hunter
R. N. Bothman
W. E. Schwartz
E. L. Hardt, Metro Region Engineer
Herb Schell, FHWA

RECEIVED
DOT DIRECTOR
AUG 01 '84
REFER TO
FOR
☐ Info ☐ Answer ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

FRED MILLER

Form 734-3122

CON 21-12-1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DES 23
16660

TO: H. S. Coulter
State Highway Engineer

DATE: July 27, 1984

FROM: E S Hunter
E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Consulting Engineering Services
Front-Yeon Connection
BR 16660

The Oregon Transportation Commission on May 15, 1984 approved a request to contract for consulting engineering services on the Front-Yeon Connection. They approved that request and granted you authority to negotiate and execute contracts on their behalf.

Proposals were requested from four consultants for this project. The Selection Committee met on July 25 and reviewed the proposals for this project. The Committee requests your approval and authority to proceed with negotiation of a contract with CH2M-Hill for the design of the Front-Yeon Connection.

DGH:jrb/ESH:ja

cc R. N. Bothman
W. E. Schwartz
Gary Potter
Walt Hart
J. H. Versteeg
Ed Hardt

NOTED
E. S. HUNTER

APPROVED
Coulter
STATE HIGHWAY ENGINEER
Date 7/27/84

CON 31-10-1

July 2, 1984

DES 23
16660

SENT TO:

Dann M. Madden
CH2M-Hill
2020 SW Fourth Ave,2nd Floor
Portland, OR 97201

Alex K. Batra
Centrac Assoc
811 E. Burnside
Suite 121
Portland, OR 97214

L.F.Pierce
OBEC
244 Country
Club Road
Eugene, OR 97401

C.G. Bader
Swan Wooster
Engineering
500 NE Multnomah
Suite 950
Portland, OR
97232

Consulting Engineering Services
Front-Yeon Project

The Oregon Department of Transportation's request for Letters of Interest on the Front-Yeon Project in the City of Portland resulted in responses from 20 firms. The preliminary screening panel has reviewed those responses and has selected the following firms to submit proposals on the project:

CH2M-Hill

Centrac Associates, Inc.

OBEC

Swan Wooster

Although your firm was not selected, we appreciate your interest in the project. Thank you for your response, and we look forward to possibly working with you on future projects.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart, P.E.
Bridge Engineer

WJH:jrb

bc: ✓Fred Miller
H. S. Coulter
E. S. Hunter
R. N. Bothman
W. E. Schwartz
E. L. Hardt
Herb Schell, FHWA
Bill Hayden

FRED MILLER

NOTED
W.J. HART

~~200~~

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design Engineer

DATE: May 3, 1984

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: Possible Use of Consultant on Front/Yeon Connection

You requested that I discuss with the City of Portland the possible use of consultants on the Front/Yeon connection. I discussed this with Steve Dotterrer and he indicated that the city had no objections, but did have several concerns.

The concerns included the possible increase in cost, the need for the city and ODOT to control the schedule for contracting letting, and the necessity to have the city and ODOT perform the public contacts.

I noted that you were just compiling a list at this time and that no firm decisions had been made.

sly

5-16-84 ek

cc Walt Hart

1 Versteeg ✓
Anderson
2 Adams
Pacenzo
Edwards
Terpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN
SECTION

81-125-1307

12-9-83 KARL KELLER

FRONT ST. - YEON CONNECTOR

PRELIMINARY EST. CONST.			#5,800,000
PROGRAMMED AMOUNT R/W			2,063,000
TOTAL			#7,863,000
REQUIRED FEDERAL FUNDS			6,683,550
TIP	CONSTRUCTION	F.F.	3,085,000
"	R/W	F.F.	1,530,000
	TOTAL		#4,615,000
DEFICIT			#2,068,550

I notified Jon Rose - Ted spence called, he will advise MSD of our need for additional R/w and construction funds for the project, we should proceed with design however. Notified Karl Keller.

CCN 21-10-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

DATE: September 30, 1983

TO: Executive Department
Federal-Aid Coordination Unit

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
00049	IX-9301(1)	Front - Yeon Connection (Portland) PNRS #7908-2-390

CL:cm

Enc.

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 29, 1983

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project Data Subdivision
Item No. 00049
Project No. IX-9301(1)
Front - Yeon Connection (Portland) Section
City Street
Multnomah County

Enclosed is data consisting of PR-1 forms, project maps, right of way map No. 9B-21-26 and a relocation plan for the subjet project.

I request the following:

1. Approval of the relocation plan.

2. Authorization to proceed with the actual acquisition of right of way all phases at an estimated total cost of $2,063,000 with an obligation of $1,753,549 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way map.

Relocation assistance consists of the moving of two businesses. Therefore, assurances regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Metro Region Right of Way Office at 9002 S.E. McLoughlin Blvd in Milwaukie.

I further request that approval and authorization be given prior to September 30, 1983 to prevent lapse of appn. code 178 funds.

A copy of the State Clearinghouse A-95 conclusion has been previously forwarded.

CL/cm
Encl.

cc: J. B. Boyd
R. Brooks
D. Aman
G. Zehner
General Files

a

Form 734-3122

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMENT
BUREAU OF

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.			
DATE SUBMITTED TO W.O.	9-29-83		

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2)
		City St., NW 26th (Portland)			-	-	10	Oregon	41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLAIM	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 25	NUMBER 7	SEQ. NO. 13
	Right of Way Acquisition								IX -	9301	(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14) (16)
	Interstate Transfer Grants	Multnomah	051

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
Portland	U	9301	City St.	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	50		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		Appn. 178 Appn. 580 "Front- Yeon Connection (Portland) Section	0.350	694,010 1,368,990	(I-505) 589,908 1,163,641	104,102 205,349	
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
		C.L		0.350	2,063,000	1,753,549	309,451	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (30)		

CHA
PRO
(Pu

ROW -
access
None;
Parki
Partia

REMARKS

Additional Data: Item 00049;
Project No. IX-000(20

-ove

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

9-29-83

PROJECT LOCATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., NW 26th (Portland)		-	-	10	Oregon	41	178 580	00049

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Acquisition								IX -	9301	(1)		

FUNDS
te Transfer Grants

EA

COUNTY NAME: Multnomah CODE: 051

ROUTE NO. U — FEDERAL-AID: 9301 — STATE: City St. — U.S.: --

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		Appn. 178 Appn. 580 "Front- Yeon Connection (Portland) Section	0.350	694,010 1,368,990	(I-505) 589,908 1,163,641	104,102 205,349		
CONST (CODE)								ROW - 65' min; access control None; Parking Restrictions- Partial.
ED BY C.L		PROJECT TOTALS	0.350	2,063,000	1,753,549	309,451		

AM APPROVAL DATES

REMARKS

Additional Data: Item 00049;
Project No. IX-000(20).

-over-

USCOMM DURCOMM-DC 48803-P61

Front - Yeon Connection (Portland) Section
Project No. IX-9301(1)

Project Data: Work consists of the acquisition of right of way all phases including relocation assistance as required for the future construction of a connection between N.W. Yeon Ave. and N.W. Front Ave. which will include an overcrossing of the railroad tracks.

System Action: FHWA approval granted September 26, 1983 for addition to FAU System.

Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroads:

Name of Railroad - Northern Pacific Railroad
No. of tracks - 5 tracks (1BN switching lead, 2 BN mainline & 2 Portland terminal switching leads)
No. of trains - 30 freight, 30 switch movements & 8 passenger
No. of Hi Speed trains - None
Present Protection - None
Proposed Protection - Overcrossing structure
Railroad Benefits - to be determined

23 CFR - 771 Requirements: Included in Supplemental Final Environmental Impact Statement approved by Record of Decision on March 11, 1981

FHPM 7-7-5 Requirements:

a) Public Hearings - Held April 3, 1980
b) Location/Design - Approval granted 3-11-81 by Record of Decision.

Data for PR-37	Relocation Assistance	
	Moving costs (2 businesses)	$46,000

Note: 1) This project is in Congressional District No.1
2) Included in MSD FY'83 Tip AE on page 156 item No. 192.

CCN 21-10-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/29/83

8. FEDERAL ROUTE NUMBER FAU 9301

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Front Street - Yeon Street Connection (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☒ ACQUISITION OF RIGHT-OF-WAY including relocation assistance

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 9/29/83 you are now authorized to proceed with the actual acquisition of files 53297 through 53300 as shown on R/W map 9B-21-26 at a TEC of $2,063,000 Federal Funds $1,753,549.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
10/20

14. DATE 9/29/83

15. SIGNATURE OF APPROVING OFFICIAL John N Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: [illegible]
~~May 20, 1983~~

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Front-Yeon Connection
(Portland) Section
N.W. 26th Avenue
Multnomah County
Project #IX-0000(20)

We have received four files on the above FAI-X project that is scheduled for a F2qtr.85 letting. The acquisition of this right-of-way is estimated at $2,063,000 which includes $46,000 for a relocation and moving allowance. A relocation plan is being prepared and will be forwarded to the proper parties for approval.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers Files 53297 through 53300 as shown on map 9B-21-26.

DA:jh
attach.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 23 1983
MGR. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

5-31-83
This route not on FA System, advised Metro Reg, Jon Rose & Earl Marshton. They have it added to FAU system.
E

9-26-83 FHWA Approved Front St.-Yeon Ave. addition to FAU System FAU 9301.
E

81-125-1367

Page 1 of 2

Zehner

STATE OF OREGON **INTEROFFICE MEMO**

TO: FRANK TERPIN
Location Engineer

DATE: March 18, 1983

Curtis H. Duval

FROM: CURT DUVAL
Metro Location Manager

File: 26-1924

SUBJECT: Front/Yeon Connection,
I-505 Alternative
Project Submittal

Submitted to you is all of our location information. A partial submittal was sent to you on February 23rd.

Please note the addition of a five-foot sidewalk, as per City request. We have reduced roadway width from the original 44 feet to 40 feet.

This work includes two signal vicinity maps. We will do the design for the signal on Yeon. The City will do the one on Front Avenue. We have sent the Front Avenue vicinity map to Dave Hill of the City.

As indicated in Don Fantz's March 11th memo to the file, it is still uncertain how the work on Port of Portland property will be handled. We also are uncertain of the size of right-of-way taking on the northeast corner of the Gray's Crane property.

Fencing as shown on the construction plan is laid out assuming the space under the structure will be leased.

The City requests that Premier Blurock Railroad crossing be used on the crossing of Front Avenue. This type was used elsewhere on Front Avenue. The City suggests that we copy their old specifications.

We have obtained informal approval of proposed general railroad layout from Portland Terminal Railroad's local engineer, Dave Mathison. We have not attempted to gain formal approval.

The City will do the drainage design on Front Avenue itself, and we have sent to them the necessary plans and profiles. The drainage design for the rest of the project is incomplete, pending bridge design.

Submitted to you are the following:

to Final Design 3-25-83

- ✓ 2 Prints of Construction Plan
- ✓ Typical Cross-Section
- ✓ "YF" Profile
- ✓ "F" Line Profile
- ✓ 2-Prints and original Structure Vicinity Map (orig is a sepia - to Bridge)
- ✓ Yeon Signal Vicinity Map - to Traffic copy to Final Design
- ✓ Print of Front Signal Vicinity Map (original sent to City) (City to design) copy to Traffic

1 9x9 oblique photo

RECEIVED
MAR 22 1983
LOCATION SECTION

81-123-1987

1 roll, orig, profile top exist rail - (title " structure vicinity map")(mylar) - to Bridge
✓Photographs for Signal Vicinity Map - to Traffic
✓Front Avenue Cross-Sections
✓"YF" Cross-Sections
✓1 Print of Base Map
✓City Plans of Adjacent Project
✓City Specs for Blurock Railroad Crossing
✓Field Book (Copies of Field notes, 8½ x 11)
✓Coordinates and Calculations -
✓Correspondence
✓Design Study Report
✓Miscellaneous Photographs
✓Proposed Profiles, Yeon - Front Oxing - copy to bridge

✓1 sheet Earthwork calculations

CD:PEH:pa

cc Roger Trygstad
Don Fantz

no cost est.

Enclosures

3-22-83
Called Duvel
we have signal vic. map orig
we do not have structure vic map orig

Final Design:
Review this data and inform Wakerlig
if there are any R/W changes from previous
submittal
Lewellyn

to Bike Engr 3-22-83

NOTED
J. GRASSMAN

DESIGN STUDY REPORT

Front/Yeon Overcrossing

I-505 Alternative

The Front/Yeon Overcrossing Project is part of the I-505 Alternative project. The project was defined in the Alternative to I-505 Supplemental Final Environmental Impact Statement which was published in 1980.

It provides a structure over the Burlington Northern Railroad tracks. The overcrossing roadway will extend 1800 feet from east of N.W. 26th Avenue on Yeon Avenue to just west of N.W. 26th Avenue on Front Avenue. The structure itself will be 1,226 feet long. The overcrossing will eliminate the at-grade railroad crossing on N.W. 26th Avenue, improving both safety and traffic flow.

The project will also improve a 900 foot stretch of N.W. Front Avenue, a city street. In 1977 the City improved the piece abutting this project on the west. It was improved to two-lane 46 foot width with parking and sidewalks. This project was the N.W. Kittridge Avenue-N.W. 26th Avenue (Portland) section. The stretch adjoining our project on the east is the City's, N.W. 14th Avenue-N.W. 26th Avenue (Portland) section, which is currently under contract. Work on this section was begun in and is scheduled for completion this year. This City project also installs storm sewer pipe through the section we will be improving in conjunction with the overcrossing.

The project will dead-end N.W. 26th Avenue just south of the railroad tracks.

The roadway and structure will become a City street with City maintenance responsibilities.

Numerous alternatives were reviewed, and are discussed under "Discarded Alternatives." Developmental work involved O.D.O.T. designers, traffic people, and City, Port of Portland, and F.H.W.A. personnel. Coordinator for the project is Don Fantz, who was preceded by Stephen Crouch.

Design Features

All control was established from three base lines, the "IF", "F", and "26th." The "IF" line on Yeon Avenue was Photogrammetry's control line, run in 1974. This line was retraced in 1980, but not all points were recovered. New points set were designated "IF-A", with original points called "IFO" ("IF" original). The "F" line was run on Front Avenue to tie topography and property corners. It tied into a City monument on the west end, and a City base line on the east end. It is not the new roadway centerline. A "26th" base line was run down N.W. 26th Avenue, which tied into the "IF" line and the "F" line. This line split the curbs.

The calculated centerlines are the "YN" on Yeon, the "F" line on Front Avenue, the "YF" line on the overcrossing, and "26th" on the Avenue. The "26th" centerline is very close to the "26th" base line but is stationed differently.

The overcrossing roadway and structure will be 40 feet curb-to-curb, two 12 foot lanes with eight-foot shoulders, and a five-foot sidewalk. The City recently requested the sidewalk. Due to the length, steep grades, and high-truck usage, we feel that emergency shoulders are necessary. Initially we had a 44-foot width with no sidewalk. Consequently, the centerline is not centered between the gutters. Also, the profile reflects the original 44-foot width.

The long alignment is needed to get enough elevation over the railroad. Minimum vertical clearance was given to us both by Burlington Northern and Roger Trygstad as 23' 6", the P.U.C. minimum. Minimum horizontal clearance to columns was 12' 6" according to Burlington Northern. However, FHWA minimum is 14' and our bridge standard minimum seems to be 16'. We have used a design speed of 25 m.p.h. We have limited grades to 6.1 percent, and have used a short stretch of level grade approaching each intersection. Our traffic people are concerned with the difficulty of trucks stopping on the down-grade.

Extensive soil testing was done under the proposed overcrossing. Underlying material consists of "goop" and sawdust. Consequently, fill height is limited to 15 feet on the Yeon Avenue end and seven feet on the Front Avenue end with walls the rest of the way.

The Front Avenue section widens from two-lanes, 46 feet, on the west, to five-lanes, 84 feet, on the east with two five-foot sidewalks throughout. The lane configuration was given to us by the City and meets the approval of our Traffic Section.

The 26th Avenue cul-de-sac has a large 55 foot radius for ease of fire engine maneuvering. The portion of 26th now lying on railroad right-of-way will be removed. The railroad will put in ballast.

Surfacing was given to us by John Scofield, a four-inch asphalt concrete and 13 inch asphalt-treated base.

Inlets on Front Avenue should be City of Portland, Type "P".

Drainage on the structure crests near the railroad tracks and flows south to Yeon and north to Front. We will utilize the City's newly-installed storm sewer which outfalls into the Willamette.

A large low area in the vicinity of "YF" stations 104 to 105 presently fills up with water after a heavy rain. A privately-owned pump diverts this water to the south. We should make provision to drain this area as it may be leased for parking.

The structure crosses five railroad tracks. The three northerly tracks ("A", "B", "C") are Burlington Northern's. Tracks "B" and "C" are their main line tracks. The southerly two tracks are Portland Terminal Railroad's. All five tracks lie within Burlington Northern right-of-way. Presently, three spurs cross Front Avenue to serve Port of Portland Terminal #2. Two of these will be removed by the project, with service re-connected to the one remaining spur. The tracks on Port property are owned by them. O.D.O.T. will probably pay the Port to do the work on their property. This work will be extensive, requiring restructuring some docks.

The City requests monolithic curb and sidewalk, similar to that used on the two adjacent projects.

Driveways should be City of Portland Commercial P.C.C. Driveway Type II, which is reinforced, and which was used on the adjacent Front Avenue project.

The cul-de-sac will probably have a driveway. We have no location yet, pending the right-of-way process.

Gray's Crane will require a driveway. We show one at N.W. 26th Avenue which is their present access point. This could change during the right-of-way process.

The Port wants two driveways. The easterly one will encompass two railroad tracks. The westerly one will be at the existing gate location. This driveway will have signal actuation.

The Fitchett Truck Lines building has nearly continuous loading docks, requiring a lengthy driveway.

Traffic Features

Signals are required at both ends of the overcrossing. Both of them should have long yellow times on the downhill approaches.

Fire Station #6 is at the west end of the project on Front Avenue. Fire Department personnel have requested pre-emption signalization for the intersection. They presently have a warning light in front of the station.

Daily traffic volumes on Yeon are expected to rise from 11,400 on Yeon in 1978 to 28,900 in 1995. For Front Avenue the corresponding figures are

11,700 and 10,400. Volume on N.W. 26th Avenue was 5,100 in 1978. The overcrossing is expected to carry 11,800 in 1995. A large percentage of this is truck traffic.

The Port's westerly driveway at the Front Avenue signal should have signal actuation.

Speed limit on both Front and Yeon will be 40 m.p.h. and 25 m.p.h. on the overcrossing.

Right-of-Way

An early right-of-way submittal was made to right-of-way descriptions in September 1982. This was revised in February 1983 after the design was refined.

The Schnitzer Investment Corporation owns property east of N.W. 26th Avenue and north of Yeon. They have expressed an interest in using the space under the structure and in accessing the remainder northeast of the structure. If this is done, this area should be surfaced and adequately drained.

Gray's Crane at the corner of N.W. 26th Avenue and Front has expressed an interest in the lot just west of them across N.W. 26th Avenue which is now owned by Schnitzer. If N.W. 26th Avenue north of the railroad tracks is vacated, utility easements will have to be maintained.

A permanent easement is shown at the Port's westerly driveway to accommodate signal actuation equipment.

Discarded Alternatives

Several types of connections have been reviewed and discarded before the final alternative was selected. Drawings of these are included in the back of this report.

Plan 1 put an elevated "T" on Front Avenue about 1000 feet east of N.W. 26th Avenue. Eastbound traffic on Front Avenue stayed at ground level and passed south of the elevated ramps. Westbound traffic passed through the lift-out. Concerns with this plan were steep grades, long acceleration time required for trucks stopped on the upgrade, tight turning movements on the structure, poor sight distance, and exposed wall ends facing oncoming traffic. Another concern was the safety of trucks coming downhill to the "T", failing to make the turn, and going off the end of the structure. The wall on the north side of Front Avenue blocked access to Port property. Through traffic on Front would have had to climb up and over the structure. Also, truck access to the south side of Front would have been difficult. It also required raising a portion of Yeon Avenue.

Plan 2 leaves the at-grade crossing at N.W. 26th and puts an additional one about 1,000 feet east of 26th. This plan was the cheapest but all parties agreed that it did not solve the problem.

Plan 3 put a structure across the tracks, across Front Avenue and looped down to Front Avenue on Port property. This plan was objectionable because of high cost due to lengthy structure and walls, bad alignment, damage to Port of Portland property, and elimination of access to some properties on N.W. 26th Avenue. Cost was high due to part of the project lying in the Willamette River.

Plan 4 was a variation of Plan 3 which put the loop mostly south of Front Avenue rather than all of it lying on Port property. It was not well-liked because of lengthy retaining walls which detracted from appearance, steep grades, and the jog on Front Avenue.

Plan 5 put an elevated "T" and liftouts on Front Avenue at N.W. 26th Avenue. Through traffic on Front Avenue passed around either side of the liftout. This plan was seen as costly, unsightly, and as hazardous due to liftout walls lying within Front Avenue. It also had poor sight distance and tight turns on the liftouts.

Plan 6 put an overcrossing and elevated "T" about 300 feet east of N.W. 26th Avenue. Through traffic on Front Avenue (both directions) passed south of the liftout structure. This plan was costly, due to lengthy structures and walls, it impacted Port property, did not provide for all traffic movements, and put a complicated intersection at the west end of the liftout. Access to the fire station was difficult. It had poor sight distance and tight turns on the liftout structure.

Plan 7 was similar to Plan 4 but crossed the railroad at a different location. It had steep grades, required raising a piece of Yeon Avenue, and put a bad kink on Front Avenue.

Plan 8 put a structure across the railroad at N.W. 26th Avenue and connected to Front Avenue east of 26th Avenue. It required very steep grades, expensive walls, and required taking of Port of Portland property.

Plan 9 was similar to Plan 8 but put the structure across the railroad about 1000 feet east of N.W. 26th Avenue and connected to Front east of the structure. It also had steep grades, required raising Yeon Avenue, had tight turns, and required taking of Port of Portland property.

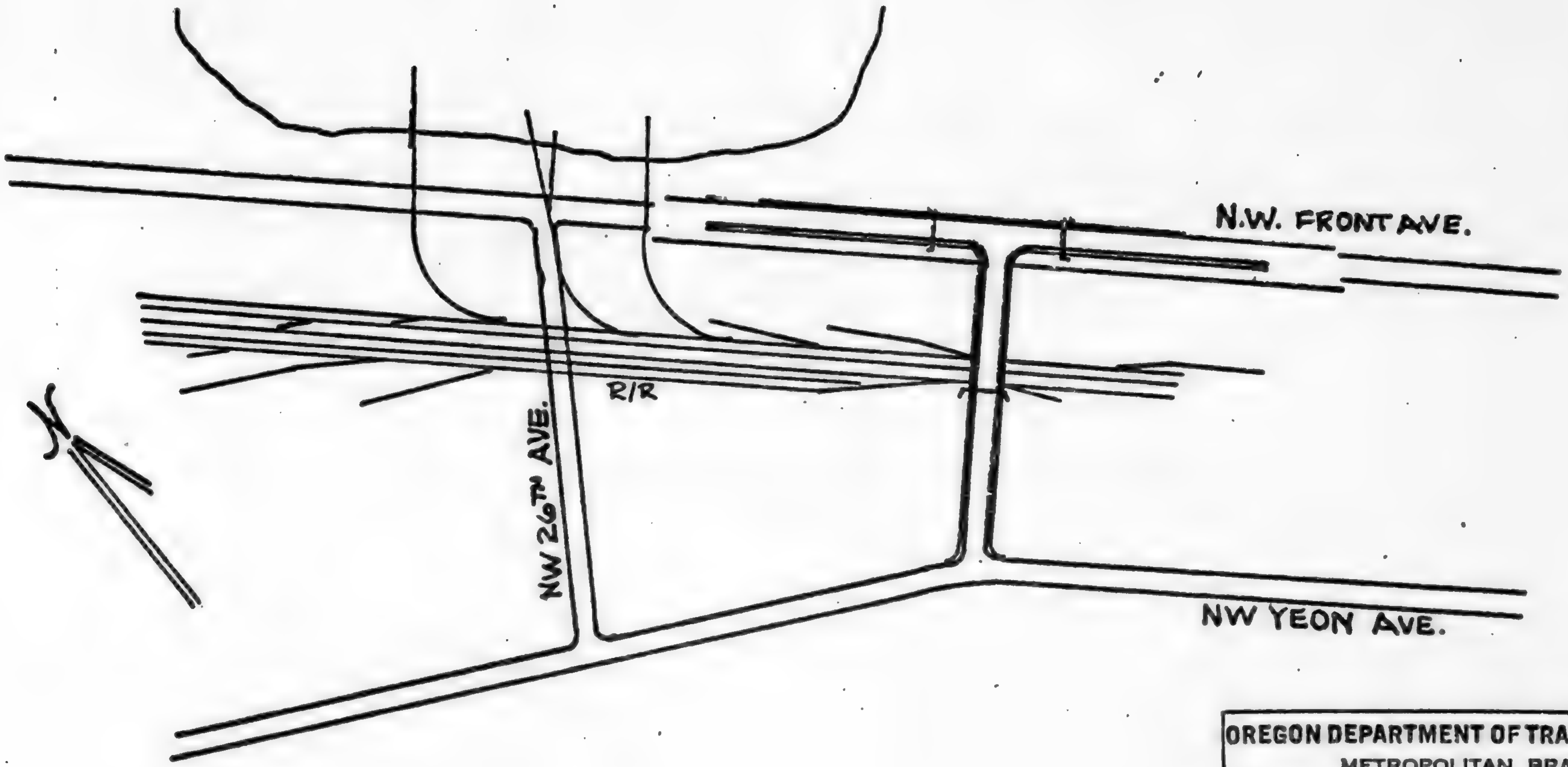
PAUL E. HAILEY Paul E. Hailey
Project Manager

3/11/83

ODOT

pa

PLAN 1

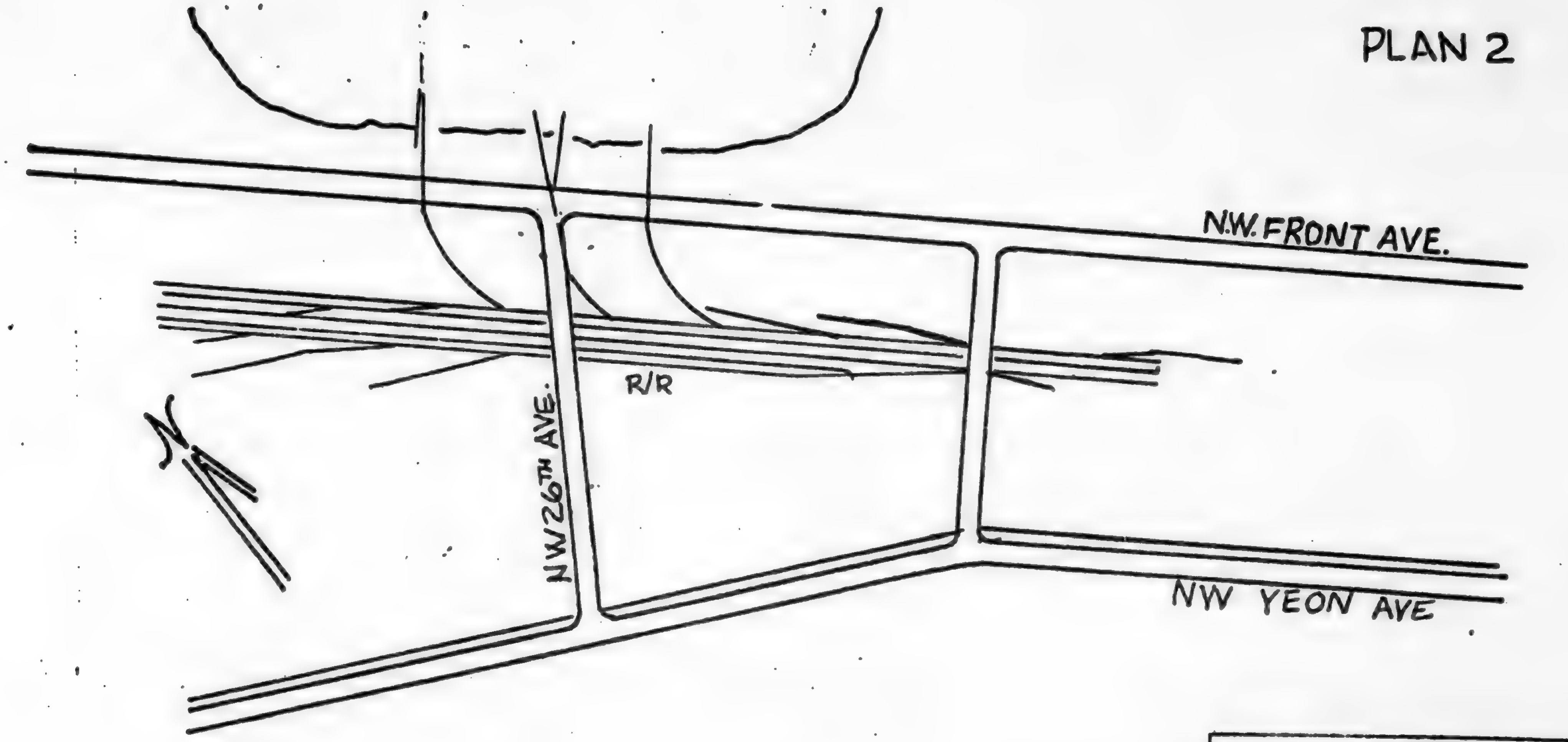

N.W. FRONT AVE.
R/R
NW 26TH AVE.
NW YEON AVE.

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

FRONT - YEON CONN
PLAN 1

ADMINISTRATOR RN BOTHMAN DATE AUG 77
SCALE ____________ BY BHR

PLAN 2

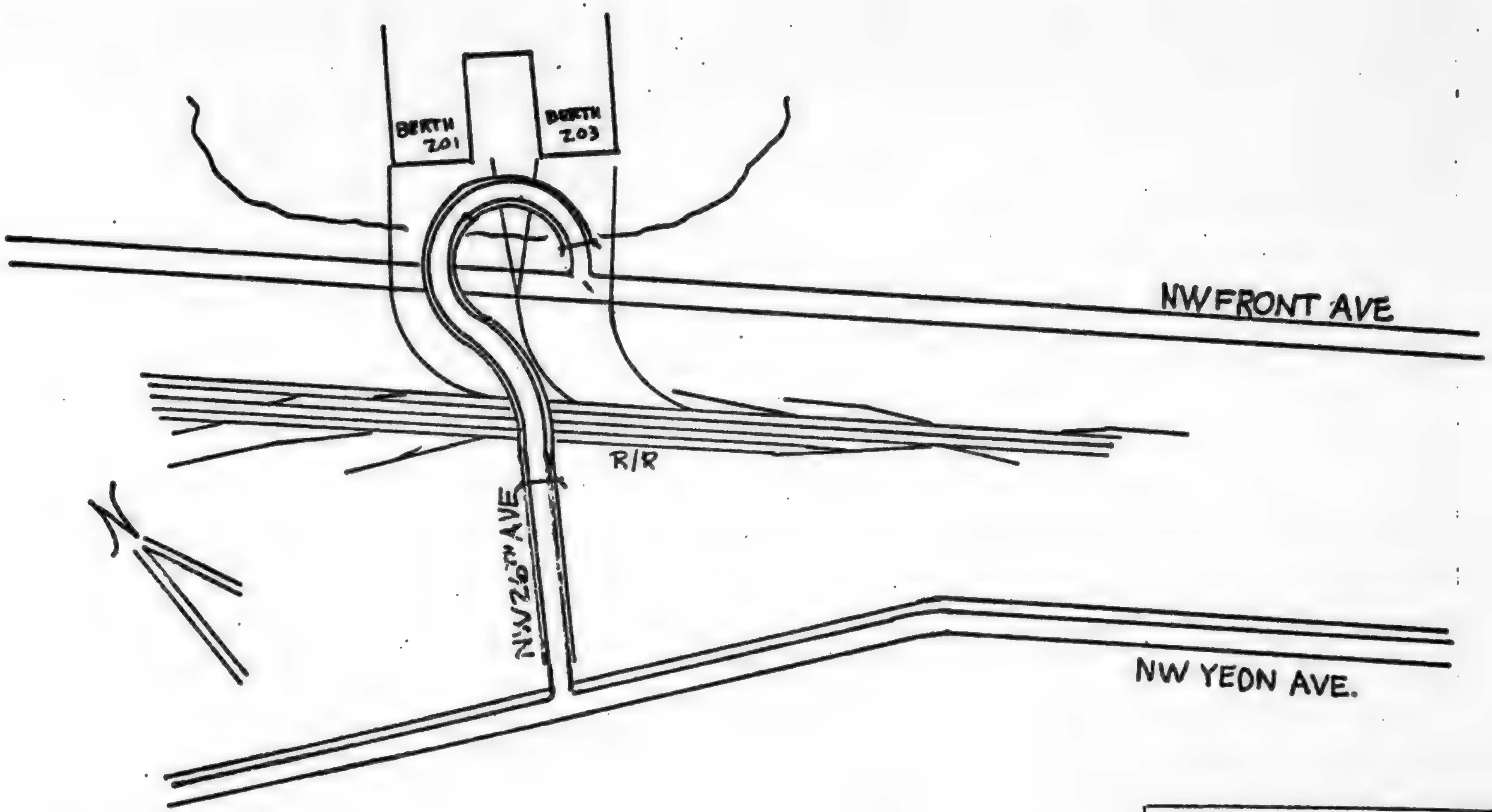

N.W. FRONT AVE.
R/R
N
NW 26TH AVE.
NW YEON AVE

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

FRONT YEON CONN
PLAN 2

ADMINISTRATOR RN BOTHMAN DATE AUG 79
SCALE ____ BY BHR

PLAN 3

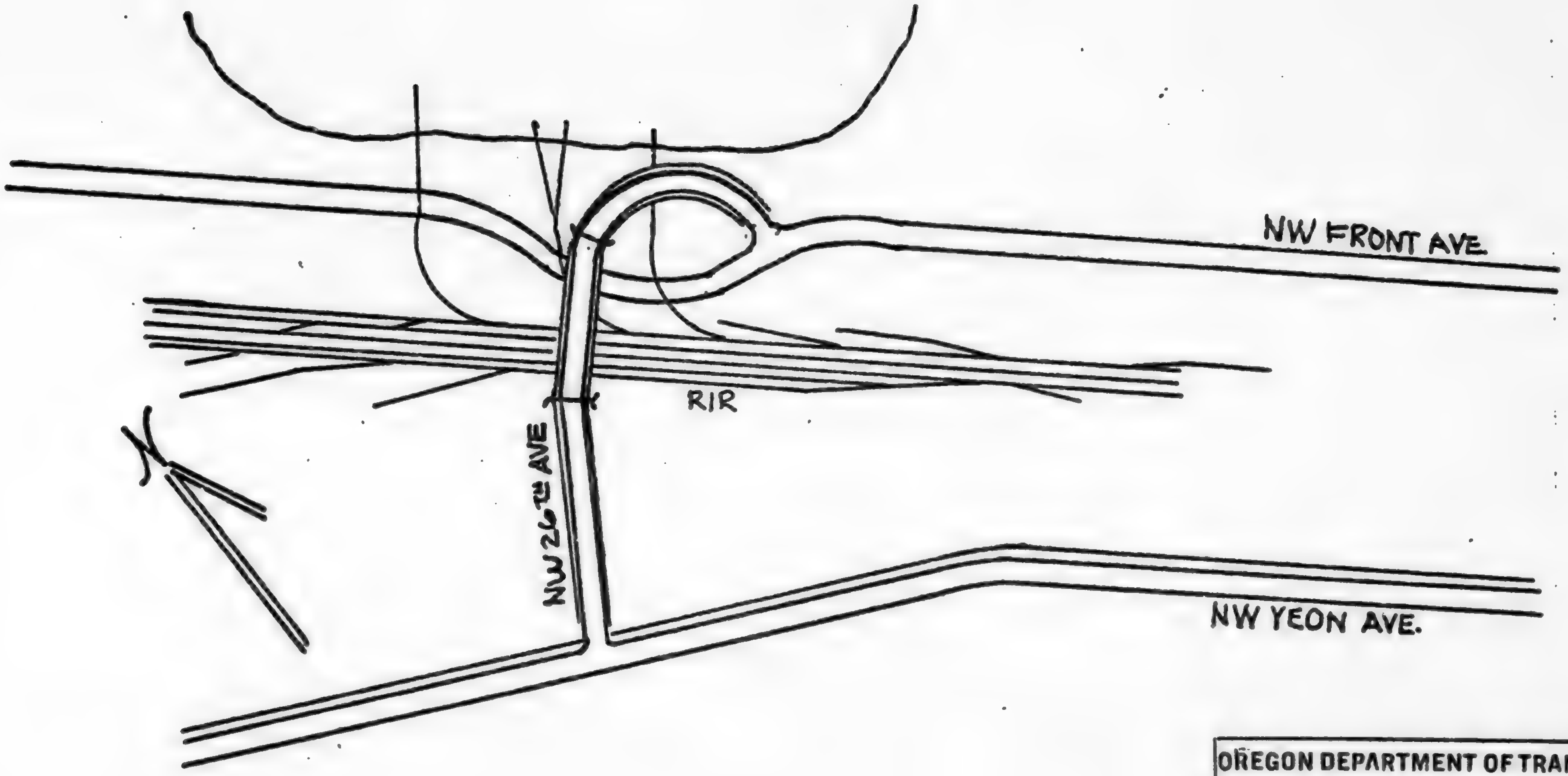

BERTH 201
BERTH 203
NW FRONT AVE
R/R
N
NW 26th AVE
NW YEON AVE.

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

FRONT YEON CONN
PLAN 3

ADMINISTRATOR R N BOTHMAN DATE AUG 79
SCALE ________ BY BHR

PLAN4

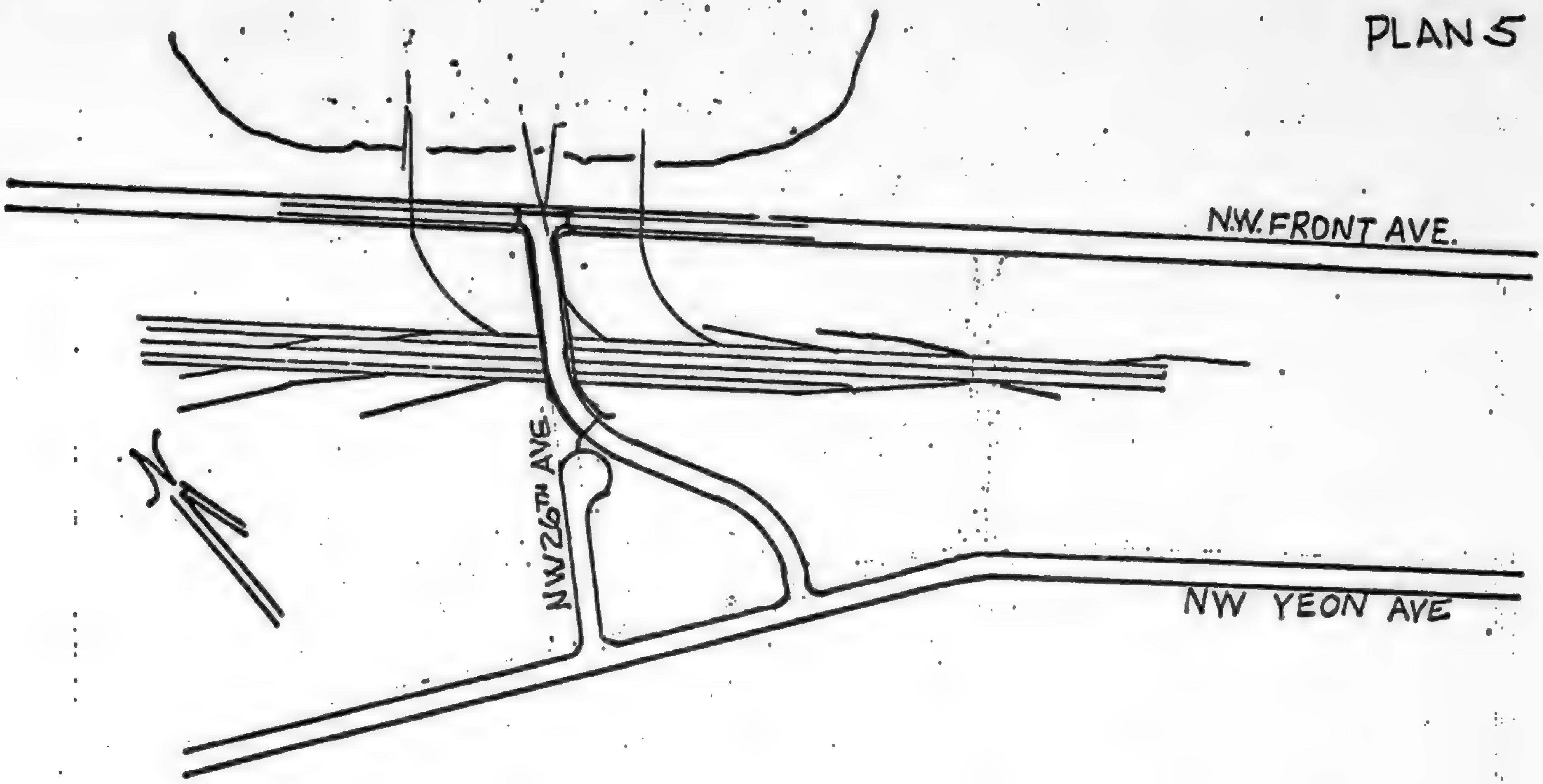

NW FRONT AVE.
R/R
NW 26th AVE
NW YEON AVE.

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

FRONT- YEON CONN
PLAN 4

ADMINISTRATOR RN BOTHMAN DATE AUG 79
SCALE ______ BY PEH

PLAN 5

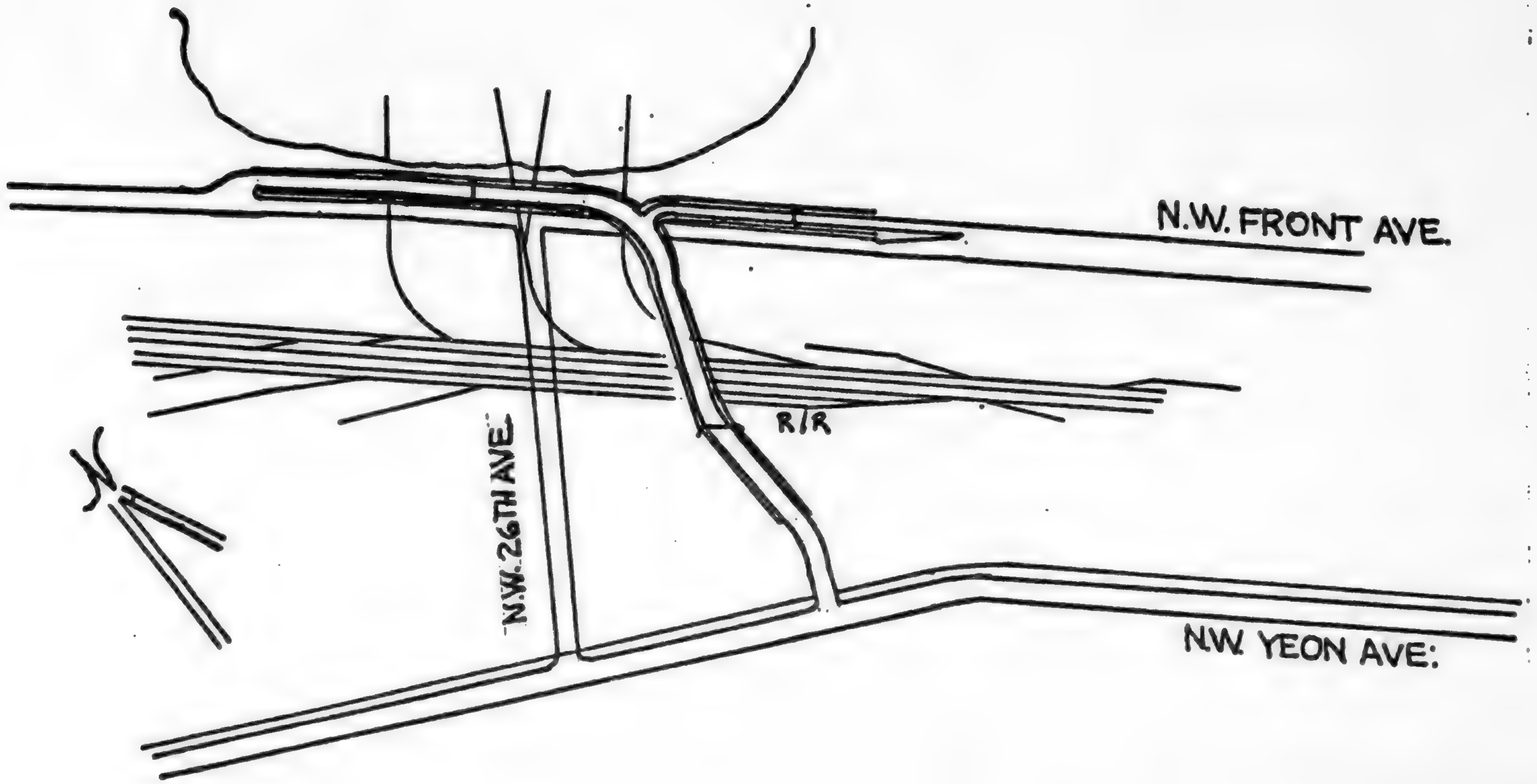

N.W. FRONT AVE.
NW 26TH AVE.
NW YEON AVE
N

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION

Yeon-Front Conn.
Plan 5

REGION ENGINEER E.L. Hardt BY G
SCALE DATE Aug 79

PLAN 6

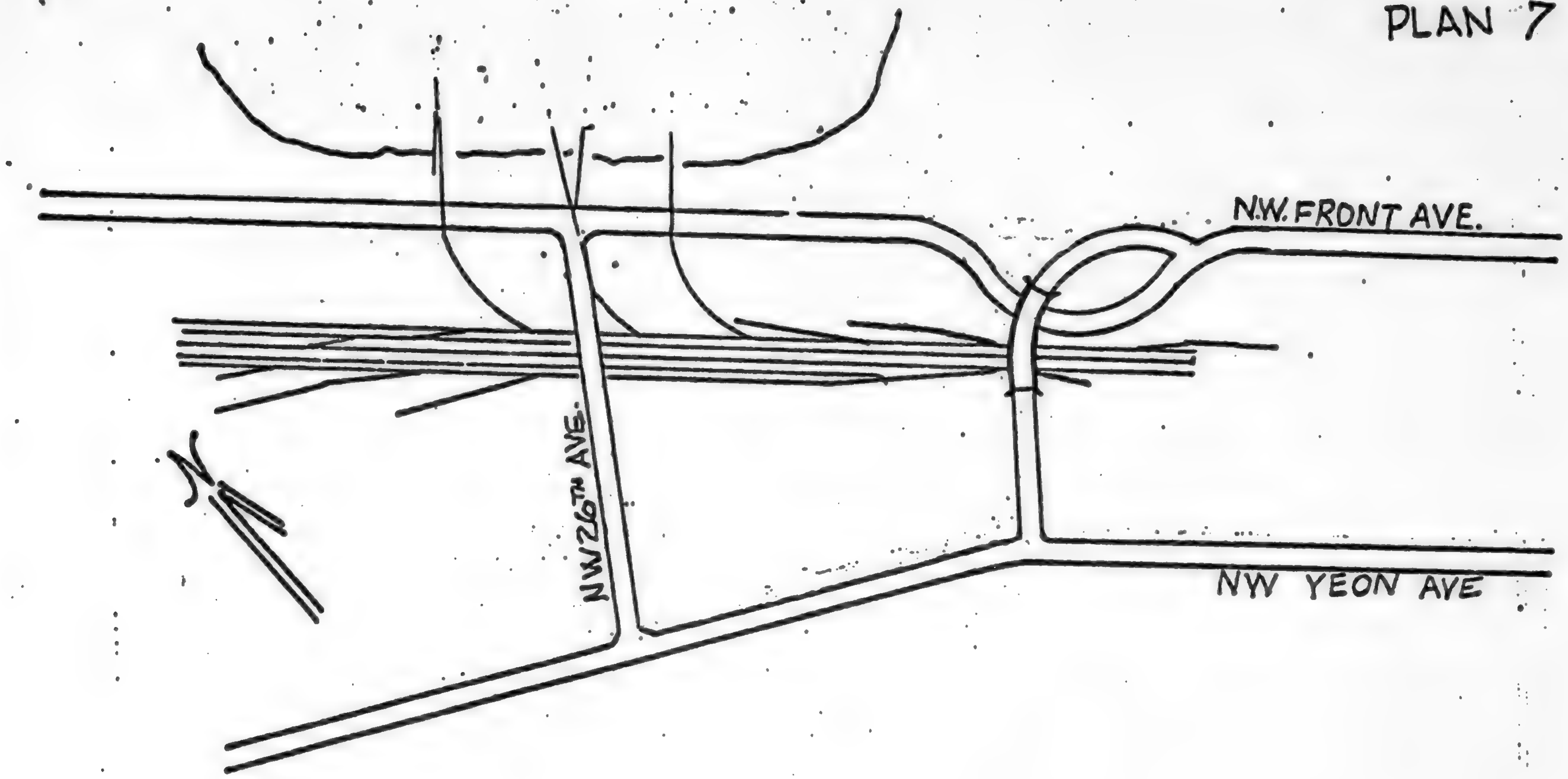

N.W. FRONT AVE.
R/R
N.W. 26TH AVE.
N.W. YEON AVE.
N

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION

Yeon-Front Conn
Plan 6

REGION ENGINEER E.L. Hoodt BY GJ
SCALE DATE Aug '79

PLAN 7

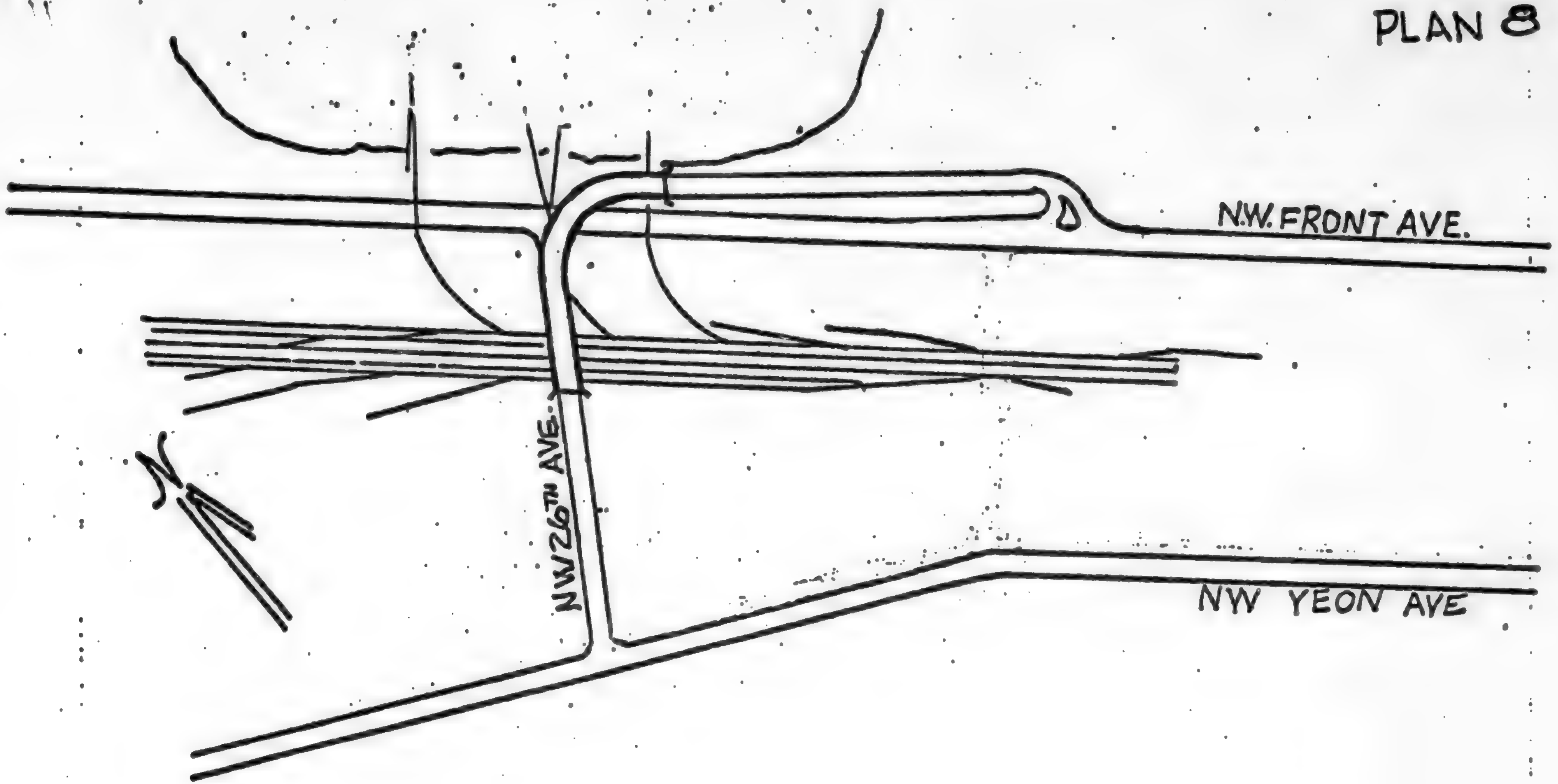

N.W. FRONT AVE.
NW 26TH AVE.
NW YEON AVE
N

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION

Front - Yeon Conn.
Plan 7

REGION ENGINEER E.L. Hardt BY Go
SCALE ______ DATE Aug 79

PLAN 8

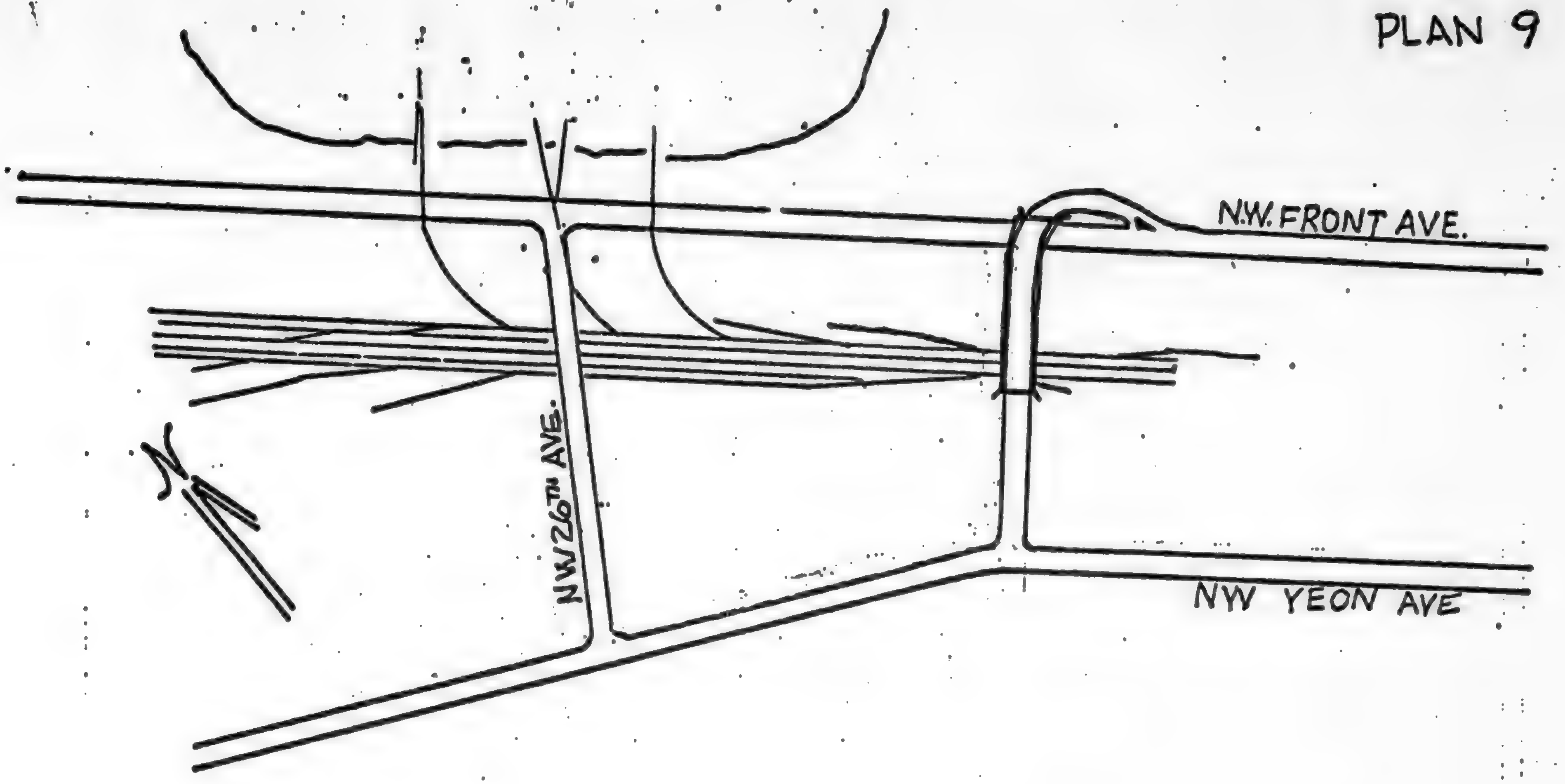

N.W. FRONT AVE.
N
NW 26TH AVE.
NW YEON AVE

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION

Front - Yeon Conn
Plan 8

REGION ENGINEER E. L. Hardt BY Cz
SCALE DATE Aug 79

PLAN 9


N.W. FRONT AVE.
NW 26TH AVE.
N
NW YEON AVE

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION

Front - Yeon Conn.
Plan 9

REGION ENGINEER El Hardt BY C z
SCALE DATE Aug 77

STATE OF OREGON **INTEROFFICE MEMO**

TO: DON ADAMS
Final Design Engineer

DATE: January 6, 1983

FROM: Curtis H. Duval
CURT DUVAL
Metro Region Location Manager

File: 26-1924

SUBJECT: Yeon Avenue Improvement
Railroad Spur Connections

It appears that the issue of railroad connections has been resolved. Please show the following connections; and make associated driveway and right-of-way revisions:

East end of American Steel
Van Waters
Convoy (terminal properties)
Volney West Side
Volney East Side
PIHL
Chase Bag
"35th" Interchange
Benaroya 2 and 3
Benaroya 8 and Adjacent Track Connections

U.S. Steel will be served from the west from Industrial Way.

The westerly American Steel connection and the Kittridge crossing remain deleted.

CD:PEH:pa

cc Frank Terpin
Jim McClure
Roger Trygstad
Don Fantz
Paul Hailey

____ Versteeg ________
____ Anderson ________
I Adams ________
____ Macnab ________
____ Steudenmeyer ________
____ Terpin ________
____ Trent ________
Copy Wakerlig ________

RECEIVED
JAN 12 1984
ROAD DESIGN SECTION

Do Not File
Return to ________
Bring Up ____/____/____
Action ________

Ericksm Do
A.

NOTED
F. ERIKSE

81-125-1387

1985 NW Front Ave.-NW Yeon Ave. 10,143
Connection of 26th Ave. in Portland.
(Gr, pv, st, sign, ill & sig.) #2

C&A 8301 8-13-86

RR 1197 8-18-86

~~TO BE~~ COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER A-36 PROJECT REPORT NUMBER 10,143	U.S. DEPARTMENT TRANSPORTATION	STATE OREGON
MODIFICATION NUMBER 1	**MODIFICATION OF FEDERAL - AID PROJ AGREEMENT AND APPROVAL / AUTHORIZATION** -92 FEDERAL HIGHWAY ADMINISTRATION	COUNTY MULTNOMAH PROJECT NO. IX-9301(2)

SECTION NAME
N.W. FRONT AVE.-N.W. YEON AVE. CONNECTION (PORTLAND)

The project agreement for the above referenced project entered into between the undersigned parties and executed by the Division Administrator on December 11, 1985 is hereby modified as follows:

	FORMER AMOUNT	REVISED AMOUNT	APPN. CODE
ESTIMATED TOTAL COST OF PROJECT	$ 5,429,322.00	$ 5,229,322.00	
FEDERAL FUNDS	$ 4,614,922.00	4444, 932.00 sw $ 4,444,922.00	178
	$	$	
	$	$	

THIS MODIFICATION IS MADE FOR THE FOLLOWING REASONS:

To deobligate Appn. Code 178 funds

590,002.31 Engineering

c10148

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF APPROVAL AND OR AUTHORIZATION
PRELIMINARY ENGINEERING	
RIGHTS - OF - WAY	
CONSTRUCTION	
OTHER (SPECIFY)	

REMARKS

ALL OTHER TERMS AND CONDITIONS OF THE PROJECT AGREEMENT WILL REMAIN IN FULL FORCE AND EFFECT.

OREGON STATE HIGHWAY DIVISION (Official Name of Highway Agency)	U.S.DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By Donald C. Ams (SIGNATURE OF AUTHORIZED OFFICIAL) FOR: PROGRAM SECTION MANAGER	By John H. Gernhauser (SIGNATURE OF AUTHORIZED OFFICIAL) For: Division Administrator Date executed APR 6 1992

PR - 2A (OREGON REVISION 2-91)

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
OFFICE OF OPERATIONS 378-6528
2950 State Street, Salem, OR 97310

wp

In Reply Refer to
File No.:
CON 5
10143

RECEIVED
STATE HWY ENGR
OCT 18 '90
ASSIGNED TO
FOR
INFO INVES ROUGH DRAFT DIRECT REPLY SIGN ACT FILE

DATE: October 17, 1990

TO: Richard Fairbrother, Division Administrator
Federal Highway Administration

Kenneth D. Karnosh

FROM: Kenneth D. Karnosh, P.E.
Contract Administration Engineer

SUBJECT: **Construction Claim Settlement Transmittal**
NW Front Avenue - NW Yeon Avenue Connection
Contract No. 10143
F.A. Project No. IX-9301(2)

Enclosed is a copy of Price Agreement No. 23 in the amount of $185,000 for settlement of two major claim issues on the subject project involving structural steel design delays and insufficient right-of-way to construct a reduced surcharge time period. The design consultant has participated in one-third of the total settlement costs in the amount of $61,667, thus leaving $123,333 available for Federal participation.

I have attached the letter agreement between the State and the design consultant as well as supporting documentation from our regional office for your information. Area Engineer, Bill Kappus is familiar with this claim and subsequent settlement.

We have determined it is in the Public's best interest to settle this claim for $185,000 including interest per ORS 279.435. Your concurrence is requested for Federal participation in this settlement in the amount of $104,833 or 85 percent.

Please contact Steve Littrell, of this office, if you need additional information.

SJL:dp
Attachments

cc: Bill Anhorn
Don Adams
Transportation Accounting - Richard Brock

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
OFFICE OF OPERATIONS - (503) 378-6528
2950 State Street
Salem, OR 97310

In Reply Refer to
File No.:

June 13, 1990

Joe Worth, P.E.
Vice-President
CH_2M Hill
2300 NW Walnut Boulevard
P.O. Box 428
Corvallis, OR 97339

RE: **Claim Settlement Letter Agreement**
NW Front Avenue-NW Yeon Avenue Connection
Contract No. 10143

Enclosed is a fully executed copy of the letter agreement between the Highway Division and CH_2M Hill on the subject claim settlement.

We appreciate your cooperative spirit working with us to bring this matter to a close and your participation in this claim settlement.

Hopefully, we both can avoid similar claims such as these in the future.

Thanks again for your help.

Kenneth D. Karnosh

Kenneth D. Karnosh, P.E.
Contract Administration Engineer

SJL:nj

Attachment

cc: Wayne Cobine, w/att.
Bill Anhorn, w/att.
Diane Galida, Accounting

OK
OCSS
PC
MS CCO Rtn.
LC
DA SPC
JUN 13 1990
OFFICE OF
OPERATIONS
CA FOR
BS
SEC
OAS

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

AN EQUAL OPPORTUNITY EMPLOYER

OM RE E PPM CE
TOS RECEIVED ME
FAS JUN 1 1990 PDM
CSA TAM
SPM Region 1 RSO
RAS PA EM TNG L/A

CH2M HILL
Engineers
Planners
Economists
Scientists

Corvallis Office

May 31, 1990

ADM225.G3

RECEIVED
JUN 06 1990
OFFICE OF OPERATIONS

Wayne F. Cobine
Region Operations Engineer
Highway Division, Region 1
Oregon State Department of Transportation
9002 SE McLoughlin
Milwaukie, Oregon 97222

Dear Wayne:

Subject: Claim Settlement
NW Front--NW Yeon
Settlement Letter Dated March 13, 1990

Our attorneys are a little concerned about the language chosen for Item 1 on page 1. The attorneys do not like to admit fault, but rather to agree to pay to compromise and settle alleged fault.

Their second concern was whether the Highway Division settlement with Douglas S. Coats, Inc., included settlement and extinguishment of whatever claims Coats may have had, or could have, against CH2M HILL. The Price Agreement No. 23 does not really speak to this issue.

I am signing and returning the three copies of your 2-page letter-form agreement dated March 13, 1990, with the following understandings:

1. The term "shared fault" is interpreted to mean that there is probably a shared responsibility for the alleged fault claimed by Coats.

2. Price Agreement No. 23 between Douglas S. Coats, Inc., and ODOT-Highway Division was intended to extinguish any and all claims that Coats may have had against both ODOT-Highway Division and CH2M HILL. Should Coats ever sue CH2M HILL over this project, we would expect ODOT-Highway Division to defend and hold CH2M HILL harmless.

Serving Oregon and Southwest Washington from two locations:
CH2M HILL **Corvallis Office 2300 N.W. Walnut Blvd, P.O. Box 428, Corvallis, OR 97339** **503.752.4271**
Portland Office 2020 S.W. Fourth Avenue, 2nd Floor, Portland, OR 97201 503.224.9190

3. This letter is appended to and becomes a part of your letter-form agreement dated March 13, 1990.

Enclosed is our check in the amount of $61,667. Please send us one fully executed agreement for our files.

Sincerely,

CH2M HILL

Joseph E Worth

Joseph E. Worth, P.E.
Vice-President

ta/CVOC9/001.51
Enclosures

THIS CHECK HAS A LIGHT BLUE BACKGROUND

CH2M HILL

Engineers
Planners
Economists
Scientists

CH$_2$M H NC.
P.O. BOX 428
CORVALLIS, OREGON 97339

$\frac{62\text{-}20}{311}$

11256569

DATE 5/31/90

AY TO
HE
RDER
F

Oregon Department of Transportation
Highway Division

EXACTLY $ 61,667.00

AY

THE SUM 61667 DOLS 00 CTS

Citibank Delaware
A subsidiary of Citicorp

L. L. Nelson

THE REVERSE SIDE HAS A WATERMARK IMPRESSION

⑈11256569⑈ ⑆031100209⑆ 38827695⑈

DATE 5-31-90	VENDOR NUMBER	CHECK NUMBER 11256569

INVOICE DATE	INVOICE #	REFERENCE #	PO #	INVOICE AMT.	DISCOUNT AMT.	NET AMT.
		Front-Yeon project				

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 13, 1990

In Reply Refer to
File No.:

Mr. Joe Worth
CH2M Hill
2300 NW Walnut Blvd.
Corvallis, OR 97339

Dear Mr Worth:

The Oregon State Highway Division (State) entered into a contract (#10,143), with Douglas S. Coats (Contractor) for the construction of the NW Front Avenue-NW Yeon Section, Lower Columbia River Highway (Project). CH2M Hill Northwest (Consultant) performed the preliminary engineering work on the project.

During construction of project, contractor submitted two claims based primarily on two factors: 1) delays attributable to problems with steel design; and 2) unavailability of sufficient right-of-way to construct a reduced surcharge period.

Following several negotiation meetings, Contractor and State have agreed to a settlement of $185,000, which includes $35,000 in interest.

State and Consultant agree to the following:

1. There is a shared fault between State/Consultant for the steel design.

2. State agrees to accept responsibility for 2/3 of the Contractor claim.

3. Consultant agrees to accept responsibility for 1/3 of the Contractor claim and upon execution of this agreement, Consultant will deposit with State a check in the amount of $61,667.

Subject to CH2M Hill letter dated May 31, 1990, attached hereto. JEW 5/31/90

AGREE. NO 0692801 ✓
RVF

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

Form 734-3122 (6-89)

AN EQUAL OPPORTUNITY EMPLOYER

If you agree with the conditions of this agreement, please sign all three copies and return to us for signature. We will submit a completed agreement to you for your file.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer or by subdelegation the Office of Operations Engineer to execute this agreement for and on behalf of the Commission.

CONSULTANT, by and through
its Board of Directors

By Joseph C. Worth

Title Vice President

Date May 31, 1990

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

By Kenneth D. Kamrad
for Office of Operations Engineer

Date 6-5-90

EDM:pf
3/13/90

15,143

Linda

Oregon State Highway Division
Salem, Oregon March 12, 1990

Federal-Aid Project No. IX-9301(1)

Front-Yeon Connection (Portland) Section
City Street
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROWA
Right-of-Way

SUBTOTAL from previous estimate of February 13, 1989	$ 1,530,500.00
Decrease in Right-of-way Costs	411,000.00
SUBTOTAL	$ 1,119,500.00
Acquisition Expense	17,000.00
TOTAL	$ 1,136,500.00

Relocation Assistance

TOTAL from previous estimate of February 13, 1989	$ 46,000.00

Length of Project ----------- 0.35 miles

SUMMARY OF FUNDS (85%)

Type Code	Appn Code	Total Cost	Federal Funds	State Funds
Right-of-Way	178	$283,010.00	$240,558.00	$42,452.00
Right-of-Way	580	$853,490.00	$725,466.00	$128,024.00
Relocation Assistance	580	$46,000.00	$39,100.00	$6,900.00
TOTAL		$1,182,500.00	$1,005,124.00	$177,376.00

E.A. No.: C326-2594

DCN:pf

10,143

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 **U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**	STATE VOUCHER NO. FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* TREASURER OF THE STATE OF OREGON	PAID BY
ADDRESS CAPITOL BUILDING SALEM, OR 97310	*(For use of Paying Office)*

STATE OREGON		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 9-29-83	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO.
	TO 1-23-90	REVISED ☒ FINAL VOUCHER (*)	IX-9301 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
986,298.21	898,014.49	85%	763,312.31	763,312.31	0
282,069.89	282,069.89	85%	239,759.40	239,759.40	0
1,268,368.10	1,180,084.38	85%	1,003,071.71	1,003,071.71	0

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL Robert E [illegible]

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	FRONT-YEON CONNECTION (PORTLAND) SECTION CITY STREET IN MULTNOMAH COUNTY					
	TYPE CODE ROW RIGHT-OF-WAY					
	RIGHT-OF-WAY 178-282,069.89 580-898,014.49	ALL REQUIRED			1,180,084.38	
	NON PARTICIPATING PROJECT COST					
	Right of Way (580)	ALL REQUIRED			88,283.72	
					1,268,368.10	
	AMOUNT CARRIED FORWARD					

Recorded 1-13-92

~~011~~ 010

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION): N.W. Front Avenue - N.W. Yeon Avenue Connection

CONTRACT NO.: C10143

HIGHWAY: Lower Columbia River (26th Avenue)

COUNTY: Multnomah

CONTRACTOR'S NAME AND ADDRESS:

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

F. A. PROJECT NO.: IR-9301(2)

PRICE AGREEMENT NO.: 23

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Settlement in full for all claim items including, but not limited to, the Douglas S. Coats, Inc. letters of October 13, 1987 and June 22, 1988. This settlement includes interest.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4023A	Settlement in full for all claim items	All	L.S.	$150,000.00	$150,000.00
4023B	Interest	All	L.S.	$ 35,000.00	$ 35,000.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 185,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Settlement in full including interest for all claim items including, but not limited to the Douglas S. Coats, Inc. letters of October 13, 1987 and June 22, 1988. Payment will be made in trust for Douglas S. Coats Inc. to Weiss, Des Camp & Botteri, Attorneys At Law, 2300 U.S. Bank Tower, 111 S.W. Fifth Avenue, Portland, OR 97204.

11-19-85

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Douglas S Coats 11/24/89
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER Hwy 5 15 DATE

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION Hwy R 11 DATE 11/27/89

NOTED OR APPROVED BY CONSTRUCTION DATE 11-27-89

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): N.W. Front Avenue - N.W. Yeon Avenue Connection
CONTRACT NO.: C10143

HIGHWAY: Lower Columbia River (26th Avenue)
COUNTY: Multnomah

NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~ $ 185,000.00
PROJECT AUTHORIZATION $5,429,322.78
EST. PROJECT COST WITH ORDER $ 5,371,261.43
OVERRUN 0 %
F.A. PROJECT NO. IX-9301(2)

ESTIMATED STARTING DATE* OR DATE WORK WAS STARTED*
WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO
TO ACCOMPANY (ORDER TYPE AND NUMBER): PA #23

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) DATE FOR ☐ REVIEW ☐ APPROVAL
SUBMITTED TO CONSTRUCTION BY REGION (SIGN) Wayne F Cobine DATE 11/22/89 FOR ☐ REVIEW [✓ ☐ APPROVAL]

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Steve Littrell BY Wayne F. Cobine DATE 11/17/89
Steve Littrell BY Bob Stevens DATE 11/17/89
Ken Karnosh BY Wayne F. Cobine DATE 10/23/89
BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*— DATE
BY DATE
BY DATE
BY

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA— DATE
BY

FHWA TENTATIVE APPROVAL OBTAINED FROM— DATE
BY

FOR "PRICE AGREEMENTS" THAT CHANGE A CONTRACT PRICE OR DETERMINE A NEW PRICE—
"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): DATE
BY

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): DATE
BY

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

This project has been completed and the contractor had a claim against the State. The claim occurred due to errors in the original plans, correction time and surcharge options. These problems caused delays resulting in direct and indirect costs to the contractor.

CH2M Hill is responsible for the design of this project, and will participate in the P.A. in the amount of $1/3 of the total cost.

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV. 10-85)

Submit Original to Construction Section

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Husby
Construction

DATE: 11/21/89

Wayne F Cobine

FROM: Wayne F. Cobine
Region Operations Engineer

SUBJECT: Front-Yeon Claim Analysis
Lower Columbia River Highway
Multnomah County
Contract # C10143

CE ___ CAE ___ **RECEIVED** SPC ___ TC ___
COE ___ OM ___ SA ___ CC
OE ___ NOV 22 1989 FE ___ CP ___
CA ___ PQC ___
CAM ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

The claim on the subject project, submitted by Coat~~e~~s Construction, is based primarily on two impacting factors:

1. Delays attributable to problems with the steel design.

2. Unavailability of sufficient Right-of-Way to construct a reduced surcharge period.

The claim concerning the lack of Right-of-Way not only has little merit in my opinion, but also is subject to challenge on the basis of lack of notice and failure to file the claim in a timely manner.

The delays claimed were attributed to problems with the geometry of the structural steel spans as detailed with the bearing design.

Of the 29 weeks extension of the project time claimed by the contractor, we can identify delays associated with the design problems which total 8 to 12 weeks, most of which were the result of the difficulties with the geometry. In developing the recommended settlement offer, I have used 10 weeks delay.

The proposed settlement offer recognizes idled equipment, extended overhead, and reduced productivity of both labor and equipment. In addition, the contractor claims an added insurance cost in excess of $50,000. A portion of that cost is also recognized in the proposed settlement.

The reduced productivity claim involves transfer of work scheduled during favorable weather and high productivity months, to a time of the year with less favorable weather, thus lower productivity. The contractor claims a 30% productivity loss which is reasonable, but is recognized for only 10 of the 29 weeks claimed.

Reduced productivity for the labor force can also result in reduced productivity for the equipment supporting that work. The contractor in presenting the claim used composite hourly rates which recognizes some operating time. In my analysis, I have taken the same approach estimating the relationship of operating to non-operating time for each piece of equipment based on the type of equipment and the nature of the work in progress.

Two different versions of the claim were received. My recommendation is based on the second version which included the added costs associated with the construction of the Yeon embankment and surcharge. When that claim item was added to the first claim, some of the items in the first claim were dropped, including home office overhead. In dropping the embankment claim from the second version, I felt if would be reasonable to review items in the first version. One such item which was dropped was home office overhead, which would be an item which should be considered in a delay claim. Therefore, in my analysis I have included home office overhead as a percentage of the recognized costs.

Cost justification for recommended settlement offer:

CLAIM ITEM	AMOUNT CLAIMED	SUPPORTABLE
Insurance	$52,993	$26,500
Subcontractor	1,323	Nothing received to support this item
Markup on above	8,147	
Equipment	181,800	63,000
Jobsite Overhead	37,955	14,000
Labor productivity loss	103,000	35,000
Rock @ Yeon	11,176	-0-
Claim Preparation	7,500	-0-
TOTALS	$404,392	$138,500
Home office Overhead	52,000**	9,700
	$404,392	$148,200
Interest	72,791	35,568
	$477,185	$183,768

The above identified amounts are not conservative. They are approaching the upper limit of what I feel Coats has coming based on the best information I currently have.

Hence, an offer of settlement of $185,000 including interest was agreed upon between Douglas S. Coats and this office after many meetings and previous inability to reach any agreement.

cc: Bob Stevens

WFC/km

RECEIVED
CE ..... CAE ____
COE ... OM ____
OE ________
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CAM ________
LEG ________
CONSTRUCTION SECTION
SPC ..... TC ____
SA ..... CC ____
FE ..... CT ____
PGC ________
GCS ________
FILE ________

10143

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

January 5, 1989

Fran Neavoll
Commission Services
Department of Transportation
121 Transportation Builing
Salem, OR 97310

Re: Contractor: Douglas S. Coats, Inc.
Project : OSHD 10143
Surety : Transamerica Insurance Company
Claim File: 98600512

Dear Ms. Neavoll:

As you know, I represent Transamerica Insurance Company with respect to the above-referenced project.

Enclosed you will find an original executed Assignment of Funds Due Under Contract form. I request that no funds be remitted to the contractor for so long as this assignment remains in effect, and that any contract proceeds or price agreements be made payable to Transamerica Insurance Company and delivered in my care at the address listed above.

After the assignment has been approved on behalf of the highway engineer I request that you provide me with a copy with his signature for my file.

Should you have any questions please feel free to call. Otherwise, I continue to appreciate your cooperation and assistance.

Very truly yours,

Bob

Robert L. O'Halloran

RLO/me
Enclosure
cc: Arnold L. Gray
Gerold Bristol
Scott J. Guest

RECEIVED
JAN 09 1989
CONSTRUCTION
SECTION

E ..... CAE .....
COE ..... OM .....
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CA .....
CAM .....
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FE ..... CP .....
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RECEIVED
JAN 6
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ASSIGNMENT OF FUNDS DUE UNDER CONTRACT

Highway Division Contract No. 10143

FOR THE CONSIDERATION OF One Dollar and 00/100

($1.00) Dollars paid to Douglas S. Coats, Inc.
(Contractor)

said contractor does hereby sell, assign and transfer to: Transamerica Insurance Company
Person or Company funds are assigned to (Assignee)

and authorize and empower said Assignee to act as agent for said contractor and in its name, place and stead, to verify said proceeds and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon in payment of said proceeds, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the State's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of persons furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

CONSENT BY THE HIGHWAY DIVISION CONSTRUCTION ENGINEER

1-10-89
DATE

Douglas S Coats 12/27/88
CONTRACTOR DATE
Douglas S. Coats, Inc.

SURETY DATE
Transamerica Insurance Company

734-1204(5-87)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9301(2)

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00049

2A. COUNTY NAME
Multnomah

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
August 25, 1986

8. FEDERAL ROUTE NUMBER
FAU 9301

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
N. W. Front Ave. - N. W. Yeon Ave.

11. GENERAL DESCRIPTION OF WORK
Repair track settlement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/25/86 as requested in Mr. Husby's letter of 6/29/89 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 15 is approved for a TEC of $5,092.38; Federal Funds $4,329.

RECEIVED
STATE HWY ENGR
JUL 20 '89
ASSIGNED TO Cam Gilmore
FOR

INFO	INVES	HOW/DRAFT	DIRECT REPLY	SIGN	ACT	FILE
					✓	

Done
7-21-89
LRS

14. DATE
7/20/89

15. SIGNATURE OF APPROVING OFFICIAL
John T. Price

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(2)
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00049

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 1, 1985
8. FEDERAL ROUTE NUMBER FAU 9301
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Front Ave. - N. W. Yeon Ave.

11. GENERAL DESCRIPTION OF WORK

Perform monitoring work of construction activities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/1/85 as requested in Mr. Husby's letter of 12/2/88 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 7 is approved for a TEC of $11,000; Federal Funds $9,350.

RECEIVED
STATE HWY ENGR
MAR 14 '89
ASSIGNED TO
C. Gilmour
FOR
INFO | [illegible] | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

cy: gf
by mow

14. DATE 3/10/89
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

February 21, 1989

De Witt Construction Inc.
P. O. Box 20938
Portland, OR 97220

CON 5 - 10,143

We have received a copy of your letter dated February 13, 1989, addressed to the Secretary of State filing a claim against the following Highway Division contract:

AMOUNT:	$11,025.72
FOR:	Work performed
AGAINST (PRIME CONTRACTOR):	Douglas S. Coats, Inc.
CONTRACT NO.:	10,143
PROJECT:	NW Front Ave.-NW Yeon Ave. Connection (Portland) Section, N.W. 26th Ave., Multnomah County.
SURETY:	Transamerica Insurance Co.
AGENT:	Larry C. Buck, Tromp & McKinley Insurance, Inc.

We will advise the surety and agent of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Robert O'Halloran
Attorney at Law
1001 S.W. Fifth Ave.
Portland, OR 97204

bc: Bryant Jackmond

FKN:slp

noted on
card slp

DeWITT CONSTRUCTION INC.
P. O. BOX 20938
PORTLAND, OR 97220 • (503) 257-8800 • FAX (503) 257-2614
PILEDRIVING
SHORING
COFFER DAMS

February 13, 1989

Secretary of State
State of Oregon
143 Capital Building
Salem, Oregon 97310

Re: Bond Claim

Gentlemen/Ladies:

We are herewith making claim on the bond of Douglas S. Coats Construction Company - Bend, OR - in the amount of $11,025.72. This is for unpaid work done on contract #10,143 - N.W. Front to N.W. Yeon Avenue - Portland, OR.

Sincerely,

Wayne DeWitt

Wayne DeWitt
President

WD:klh

Copy To: Fran Neavoll
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Copy To: Douglas S. Coats Construction Company
Post Office Box 311
Bend, Oregon 97709

RECEIVED
FEB 14 1989
COMMISSIO [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] 059 J

January 18, 1989

CON 5 - 10,143

Kleen Blast Division
3650 NW Yeon Avenue
Portland, OR 97210

Attn: Joan James
Administrator

Thank you for furnishing me a copy of your July 13, 1987, letter advising that you have received a check in the amount of $2,806.85 from R. G. Campbell.

The July letter was addressed to 143 Capitol Building and that was the reason I did not have a record of your notification of payment.

This claim filing was in connection with Douglas S. Coats, Inc., Contract No. 10,143 for work on the NW Front Avenue-NW Yeon Avenue Connection (Portland) Project.

We will note this payment in our records and notify the contractor and surety.

Fran Neavoll
COMMISSION SERVICES

cc Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 S Olive Street
Los Angeles, CA 90015

Larry C. Buck
Tromp & McKinley
PO Box 1357
Eugene, OR 97440

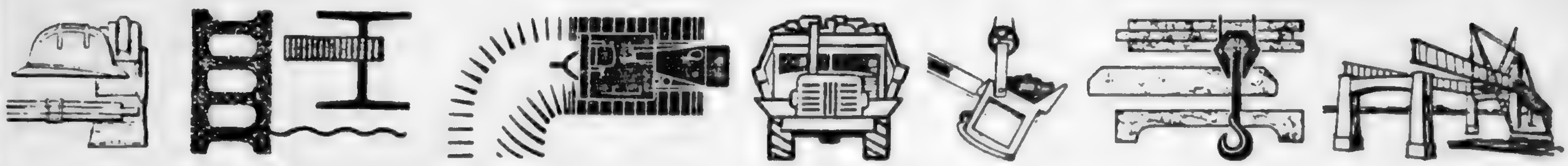
Robert O'Halloran
Attorney at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

bc Bryant Jackmond

Secretary of State

FKN:br

BRIDGES STREETS & ROADS STEEL STRUCTURES



Files

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

November 28, 1988

KLEEN Blast
3650 N.W. Yeon Ave.
Portland, Or 97210

Re: OSHD Contract 10,143
Claim against bond

Your company filed a claim against our bond on the above mentioned project (copy attached). That claim was paid in full on 06-29-87 with a joint check to you and R.G. Campbell.
Please notify the State and our bonding company that you have been paid in full and release the claim immediately.

Thank you,

Vonnie Green

Vonnie Green
Douglas S. Coats, Inc.

noted - fbr
recd 12/2/88
letter with
notif. of
payment
fran

RECEIVED
NOV 29 1988
COMMISSIO[illegible] [illegible]VICES
DEPARTMENT OF TRANSP[illegible]

cc; Fran Neavoll
Commission Services
Transportation Building
Salem, OR 97310

Arnold L. Gray
Weiss, DesCamp & Botteri
2300 U S Bancorp Tower
Portland, Or 97204

060

January 18, 1989

CON 5 - 10,143

Stoel, Rives, Boley, Jones & Grey
Attorneys at Law
Standard Insurance Center, Suite 2300
900 SW Fifth Avenue
Portland, OR 97204-1268

Attn: John F. Bradach

Thank you for your letters of December 6, 1988, and January 6, 1989, informing us that the claim of Western Pacific Construction Materials dba Riedel International, Inc., has been satisfied.

This was in connection with the Douglas S. Coats, Inc., Contract No. 10,143 for work on the NW Front Avenue-NW Yeon Avenue Connection (Portland) Project.

We will note this information in our records and we will advise the contractor and surety.

Fran Neavoll
COMMISSION SERVICES

cc Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 S Olive Street
Los Angeles, CA 90015

Larry C. Buck
Tromp & McKinley
PO Box 1357
Eugene, OR 97440

Robert O'Halloran
Attorney at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

bc Bryant Jackmond

Secretary of State

FKN:br

STOEL RIVES BOLEY
JONES & GREY

ATTORNEYS AT LAW
SUITE 2300
STANDARD INSURANCE CENTER
900 SW FIFTH AVENUE
PORTLAND, OREGON 97204-1268

Telephone (503) 224-3380
Telecopier (503) 220-2480
Cable Lawport
Telex 703455
Writer's Direct Dial Number

294-9379

December 6, 1988

Ms. Fran Neavoll
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

Re: Riedel International, Inc./Western Pacific Construction Materials Claim Against Douglas S. Coats, Inc. on Front Street Project, OSHD Contract No. 10143

Dear Ms. Neavoll:

Mr. Robert O'Halloran, attorney for the surety in connection with the above-referenced project, asked me to write you regarding the current amount of Western Pacific Construction Materials' claim.

A portion of the claim has been paid. The remaining balance of the claim is $26,201.43 plus interest at the rate of 9 percent from May 11, 1988. This amounts to $6.46 per day or $1,350.14 through December 5, 1988.

We expect the claim to be satisfied by Coats in the near future.

Very truly yours,

John F. Bradach

JFB:jd
cc: Mr. Robert L. O'Halloran
Mr. Arnold L. Gray

RECEIVED
DEC -8 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PORTLAND, OREGON · WASHINGTON COUNTY, OREGON · BELLEVUE, WASHINGTON · SEATTLE, WASHINGTON · VANCOUVER, WASHINGTON · ST LOUIS, MISSOURI · WASHINGTON, DISTRICT OF COLUMBIA

STOEL RIVES BOLEY
JONES & GREY

ATTORNEYS AT LAW
SUITE 2300
STANDARD INSURANCE CENTER
900 SW FIFTH AVENUE
PORTLAND, OREGON 97204-1268

Telephone (503) 224-3380
Telecopier (503) 220-2480
Cable Lawport
Telex 703455
Writer's Direct Dial Number

294-9379

January 6, 1989

Ms. Fran Neavoll
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

Re: Riedel International, Inc./Western
Pacific Construction Materials Claim
Against Douglas S. Coats, Inc. Bond on
Front Street Project, OSHD Contract No. 10143

Dear Ms. Neavoll:

We are the attorneys for Riedel International, Inc. Please take notice that the claim of Western Pacific Construction Materials dba Riedel International, Inc. on the above-referenced project has now been satisfied and that Riedel bond claim is released.

Very truly yours,

John F. Bradach

JFB:jd
cc: Mr. Robert L. O'Halloran
Mr. Arnold L. Gray

RECEIVED
JAN - 9 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PORTLAND, OREGON · WASHINGTON COUNTY, OREGON · BELLEVUE, WASHINGTON · SEATTLE, WASHINGTON · VANCOUVER, WASHINGTON · ST. LOUIS, MISSOURI · WASHINGTON, DISTRICT OF COLUMBIA

10,143 054 J

January 17, 1989

CON 5- 10,143

Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attn: Robert L. O'Halloran

We are returning a signed copy of the Assignment of Funds form concerning Contract No. 10,143 with Douglas S. Coats, Inc., for work on the NW Front Avenue-NW Yeon Avenue Connection (Portland) Project in Multnomah County.

As requested, all funds are assigned to Transamerica Insurance Company, % Robert L. O'Halloran, Allen, Kilmer, Schrader, Yazbeck & Chenoweth, Attorneys at Law, 1600 Orbanco Building, 1001 SW Fifth Avenue, Portland, OR 97204.

Fran Neavoll
COMMISSION SERVICES

Attachment

cc Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 S Olive Street
Los Angeles, CA 90015

Larry C. Buck
Tromp & McKinley
PO Box 1357
Eugene, OR 97440

bc Ken Husby Attn: Bryant Jackmond
Bruce Walton
Don Adams
Roger Kuchinka
Doug Goldbach Attn: Beth

FKN:br

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

January 5, 1989

Fran Neavoll
Commission Services
Department of Transportation
121 Transportation Builing
Salem, OR 97310

Re: Contractor: Douglas S. Coats, Inc.
Project : OSHD 10143
Surety : Transamerica Insurance Company
Claim File: 98600512

Dear Ms. Neavoll:

As you know, I represent Transamerica Insurance Company with respect to the above-referenced project.

Enclosed you will find an original executed Assignment of Funds Due Under Contract form. I request that no funds be remitted to the contractor for so long as this assignment remains in effect, and that any contract proceeds or price agreements be made payable to Transamerica Insurance Company and delivered in my care at the address listed above.

After the assignment has been approved on behalf of the highway engineer I request that you provide me with a copy with his signature for my file.

Should you have any questions please feel free to call. Otherwise, I continue to appreciate your cooperation and assistance.

Very truly yours,

Bob O'H

Robert L. O'Halloran

RLO/me
Enclosure
cc: Arnold L. Gray
Gerold Bristol
Scott J. Guest

RECEIVED
JAN -6 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

to constrn for signing

ASSIGNMENT OF FUNDS DUE UNDER CONTRACT

Highway Division Contract No. 10143

FOR THE CONSIDERATION OF One Dollar and 00/100

($1.00) Dollars paid to Douglas S. Coats, Inc.
(Contractor)

said contractor does hereby sell, assign and transfer to: Transamerica Insurance Company
Person or Company funds are assigned to (Assignee)

and authorize and empower said Assignee to act as agent for said contractor and in its name, place and stead, to verify said proceeds and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon in payment of said proceeds, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the State's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of persons furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

O. B. Jackmond
CONSENT BY THE HIGHWAY DIVISION
CONSTRUCTION ENGINEER

1-10-89
DATE

Douglas S Coats 12/27/88
CONTRACTOR DATE
Douglas S. Coats, Inc.

1/5/89
SURETY DATE
Transamerica Insurance Company

734-1204(5-87)

10,143

J

SCHWAB, HILTON & HOWARD
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 226-2926
TELECOPIER (503) 226-6853

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
HARRISON LATTO
H. ANDREW CLARK

DENTON G. BURDICK, JR.
(1916-1980)

January 9, 1989

Department of Transportation
Attention: Fran Neavoll
Transportation Building
Salem, Oregon 97310

Re: CON5-10,000,143

This firm represents H & H Electric, Inc. We have previously notified you of a claim against the payment performance bond of the general contractor, Douglas S. Coats, Inc., for the work on the above-entitled contract. This letter is to inform you that the matter between my client and Douglas S. Coats, Inc. and the surety has been fully settled.

Yours very truly,

Scott Howard

SH/cg
cc: Mr. Arnold Gray
cc: Mrs. Isabel Hendricks
H & H Electric, Inc.
cc: Mr. Robert O'Halloran

did not ackn.
did not receive
1st filing of
claim

RECEIVED
JAN 10 1989
COMMISSIO[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

10,143

OREGON PUBLIC WORKS
BOND CLAIM NOTICE

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

TO: Douglas S. Coats, Inc.
P.O. Box 311
Bend, Oregon 97709

Secretary of State for the State of Oregon
143 Capital Building
Salem, Oregon 97310

Notice is hereby given that the undersigned, Lakeside Industries, has a claim for paving materials and labor furnished to Douglas S. Coats, Inc. in the sum of $158,000, against the bond taken from Transamerica Insurance Company, surety and Douglas S. Coats, Inc., principal, for paving work performed on Oregon Department of Transportation Contract No. 10143, Northwest Front to Northwest Yeon. Such material and labor was supplied to Douglas S. Coats, Inc.

Lakeside Industries
By: Charles Gaskill
Portland District Manager

cc: Douglas S. Coats, Inc. (regular mail)

Secretary of State (regular mail)

Transamerica Insurance Company
1150 S.W. Olive Street
Los Angeles, CA 97005 (regular mail)

Tromp and McKinley Insurance
P.O. Box 1357
Eugene, Oregon 97440 (regular mail)

RECEIVED
JAN -5 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT 1
PAGE 1 of 1

December 28, 1988

CON 5 - #10,143

RamBerg Inc.
12135 Kent - Kangley Road
Kent, WA 98031

Attn: Randa M. Bergsma
President

We have received a copy of your letter dated December 19, 1988, addressed to the Secretary of State filing a claim against the following Highway Division contract:

AMOUNT:	$1,350
FOR:	Work performed (retainage)
AGAINST (PRIME CONTRACTOR):	Douglas S. Coats, Inc.
CONTRACT NO.:	10,143
PROJECT:	NW Front Ave. - NW Yeon Ave. Connection (Portland) Section of NW 26th Avenue in Multnomah County
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp & McKinley

We will advise the surety, agent, and the contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Larry C. Buck
Tromp & McKinley
PO Box 1357
Eugene, OR 97440

bbc Bryant Jackmond

FKN:br

RAMBERG INC.
12135 KENT - KANGLEY ROAD • KENT, WASHINGTON 98031
(206) 852-2050

General Contractor #RAMBEI • 157JJ

Dec. 19, 1988

Secretary of State
The Honorable Barbara Roberts
143 Capital Blding.
Salem, Oregon 97310

Attn: Barbara Roberts

Re: Douglas S. Coats, Inc. - #10,143
N.W. Front Ave.-NW Yeon Ave. Connection

Dear Secretary Roberts:

Notice is hereby given that the undersigned, Ramberg, Inc., is making claim for one thousand three hundred and fifty dollars ($1,350.00) against the bond provided Douglas Coats, Inc. for work performed on the above numbered contract. Work performed per subcontract agreement from 4/1/87 the starting date up through 7/27/87.

The monies still owing are the remainder of retainage owing from this job and was expected in good faith and business. A verbal agreement had been made with Douglas S. Coats, Inc. that Ramberg, Inc. would receive the remaining monies in biweekly installments due to the fact that they were having cash flow problems. Unfortunately Ramberg, Inc. agreed to this proposal not knowing the time alotted to attach a companies bond in the State of Oregon. Douglas S. Coats, Inc. knew of these laws and made sure that they would put off paying long enough to take advantage of bonding laws.

Secretary Roberts, if there is anyway that you can help Ramberg, Inc. in collecting what they rightfully have coming I would appreciate any attempt you might make.

Please respond to this problem as soon as you find it convenient.

Sincerely,
RAMBERG, INC.

Randa M. Bergsma

Randa M. Bergsma
President

cc: Dept. of Transportation
121 Transportation Bldg.
Salem, Ore. 97310

RECEIVED
DEC 21 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5

HYDRO CONDUIT CORPORATION

19585 S.W. 118th Ave.
P.O. Box 363
Tualatin, Oregon 97062
(503) 692-3885

December 5, 1988

Fran Neavoll
Commission Services
Transportation Building
Salem, OR 97310

Re: OSHD Contract 10,143
Claim Against Bond

The claim was paid in full on April 1, 1988, so we rescind the claim against the bond on the above mentioned project.

Sincerely,

HYDRO CONDUIT CORPORATION

Pete E. Hunot
Plant Manager

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Arnold L. Gray
Weiss, DesCamp & Botteri
2300 U S Bancorp Tower
111 S.W. Fifth Avenue
Portland, OR 97204

12-8-88
To Sec. of State.

For your infor. We never received copy of original claim filing.

Fran Neavoll, Commission Services, DOT

RECEIVED
DEC - 7 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

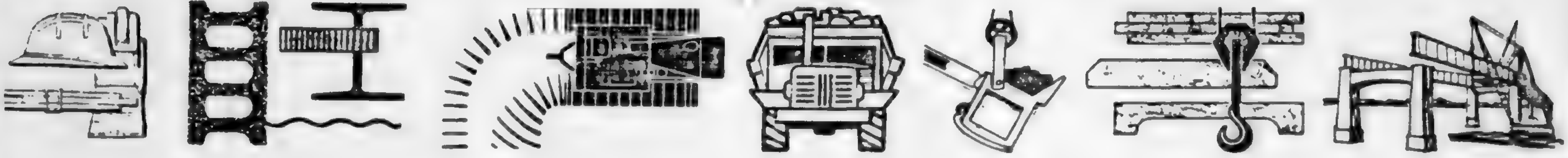
no reply - noted
in records + cc to
Se of State

An ARC America Company

10,143

BRIDGES STREETS & ROADS STEEL STRUCTURES

11-3



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

November 28, 1988

Hydro Conduit Corp.
(previously Associated Sand & Gravel)
P.O. Box 363
Tualatin, OR 97062

Re: OSHD Contract 10,143
Claim against Bond

Your company filed a claim against our bond on the above mentioned project (copy attached). That claim was paid in full on March 31 of this year. Please notify the State and our bonding company that you have been paid in full and release the claim immediately.

Thank you,

Vonnie Green

Vonnie Green
Douglas S. Coats, Inc.

cc: Fran Neavoll
Commission Services
Transportation Building
Salem, Or 97310

Arnold L. Gray
Weiss, DesCamp & Botteri
2300 U S Bancorp Tower
111 S.W. Fifth Avenue
Portland, OR 97204

noted on card F

RECEIVED
NOV 29 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,143

November 14, 1988

CON 5 - 10,143

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As you requested, attached are copies of Notice of Claims, letters notifying us that claims have been paid, and acknowledgments of these letters filed against the bonds on Contract No. 10,143 awarded to Douglas S. Coats, Inc. for work on the NW Front Ave.-NW Yeon Ave. Connection Section of N.W. 26th Ave. in Portland. These letters are listed as follows:

> Notice of Claim dated January 20, 1987, from Fought & Company in the amount of $51,211 plus interest. Our acknowledgment of the above letter dated February 20, 1987. Release of above claim dated August 19, 1987.
>
> Claim letter dated April 6, 1987, from The Plank Co. in the amount of $2,892.59. Release of this claim dated April 15, 1987. Our acknowledgment of the above letters dated May 28, 1987.
>
> Notice of Claim dated May 7, 1987, from Riedel International, Inc. dba Western Pacific Constrn. Materials Co. in the amount of $127,468.44 plus interest. Our acknowledgment of the above letter dated May 28, 1987.
>
> Notice of Claim dated May 7, 1987, from REFA Erection, Inc. in the amount of $6,826.03 plus interest from 1-23-87. Our acknowledgment of the above letter dated May 28, 1987.
>
> Claim letter dated May 22, 1987, from Associated Sand & Gravel Company, Inc. in the amount of $31,639.66. Our acknowledgment of the above letter dated May 29, 1987.

Claim letter dated June 26, 1987, from Kleen Blast Division against R. G. Campbell, subcontractor, in the amount of $2,848.95. Our acknowledgment of the above letter dated July 8, 1987.

Notice of Claim dated May 28, 1987, from REFA Erection, Inc. in the amount of $5,170.00. Our acknowledgment of the above letter dated July 8, 1987.

Notice of Claim dated July 15, 1987, from Furrer & Scott, Attorneys, on behalf of Star Rentals, Inc. against R. G. Campbell, subcontractor, in the amount of $10,745.03 with interest. Our acknowledgment of the above letter dated February 16, 1988. Release of this claim received March 16, 1988.

Letter dated September 23, 1988, from RamBerg Inc., addressed to the Assistant Attorney General's Office, Attention: Cynthia Carter, regarding monies owed.

Letter dated October 24, 1988, addressed to the law firm of Allen, Kilmer, Schrader, Yazbeck & Chenoweth from M-R Pierce Constructors Inc. regarding a claim in the amount of $2,827.18.

If you need additional information, please give me a call.

Fran Neavoll
COMMISSION SERVICES

slp
Attachments

November 2, 1988

CON 5 - 10,143

Larry C. Buck
Tromp & McKinley
P. O. Box 1357
Eugene, OR 97440

On April 27, 1988, we wrote to you concerning release of final payment on Contract No. 10,143 awarded to Douglas S. Coats, Inc. for work on the N.W. Front Avenue-N.W. Yeon Avenue Connection Project.

Our Accounting Office has now advised that the final payment on the contract was $11,659.66 and the total contract amount was $4,646,147.40 including $48,580.42 for work performed under force account.

These funds were released prior to receiving notification from Robert O'Halloran, Attorney for the surety, on September 9, 1988, that no funds were to be released to the contractor.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 S. Olive St.
Los Angeles, CA 90015

Robert L. O'Halloran, Attorney
Allen Kilmer Schrader Yazbeck
& Chenoweth
1001 S. W. 5th
Portland, OR 97204

bc: Ken Husby
Tom Lulay
Don Adams

PCI
M-R
PIERCE
CONSTRUCTORS
INC.
General Contractors
a woman's business enterprise

October 24, 1988

Robert L. O'Halloran
Allen, Kilmer, Schrader, Yazbec & Chenoweth
1600 Orbanco Building
1001 S.W. Fifth Ave
Portland, Oregon 97204

RE: Douglas Coats, Inc.; Claim No. 98600512; Bond No. 51411981
OSHD Contract #10143

M-R Pierce Constructor's Inc., furnished materials and labor on a Public Construction contract in the State of Oregon and was not paid by the prime contractor, even tho he was paid for our work by The Oregon Department of Transportation. As far as we are concerned, this is the same as withholding income tax from an employee's payroll check and not sending it to the Department of Revenue.

We filed a claim against the Contractor's Bond by certified mail to The Secretary of State, Manager of the Oregon Transportation Commission, Transamerica Insurance Company and their agent, Tromp & McFinley Insurance Company, on July 13, 1988.

Never rec'd claim.
fras

Our Contract was dated May 7, 1985, therefore it is regulated under 279.526 stating that the claim has to be made prior to six months immediately following the acceptance of the work by the affirmative action of the public body which let the contract. This work was accepted on February 9, 1988 as shown on the enclosed Exhibit C.

Our claim in the amount of $2,827.18 includes $2,753.48 for labor & material and $73.70 for interest at the rate of 9% from the date of acceptance to October 31, 1988.

Sincerely,

M-R Pierce Constructors, Inc.

Maxine Pierce

Maxine Pierce
President

CC: Department of Transportation
Commission Services

REC[illegible]

No response nec.
Info only

reply to:
P.O. Box 80 - West Linn, Oregon 97068
Phone: 503 / 635-4067

AN EQUAL OPPORTUNITY EMPLOYER

The Associated General Contractors of America

RAMBERG INC.
12135 KENT - KANGLEY ROAD • KENT, WASHINGTON 98031
(206) 852-2050

General Contractor #RAMBEI • 157JJ

9/23/88

Assistant Attorney General's Office
100 Justice Bldg.
Salem, Ore. 97310

Attn: Cindy Carter

Re: NW Front Ave - N.W. Yeon Ave. Conn.
Contract No. 10143
Bridge No. 166609

Douglas S. Coats, Inc.
Contractor

Dear Cindy:

I am writing in regards to monies owed to Ramberg, Inc. for work performed on the above referenced job. Ramberg, Inc. performed fencing on that job almost a year and a half ago. We have been paid in full for work performed but have only been paid half of our retainage. Enclosed you will find copies of letters sent to the D.O.T and to Coats, Inc. varifying this.

Ramberg, Inc. is not asking for much and I do not feel that it is being unjust in insisting that something be done to hastily take care of this problem at hand. Monies (interest) I have had to pay the bank on monies I have had to borrow to make up for non-payment adds insult to injury.

Cindy I am hoping you can let me know what can be done to rectify this problem immediately since I seem to reach dead ends elsewhere.

Sincerely,
RAMBERG, INC.

Randa M. Bergsma

Randa M. Bergsma
President

Enc: 2) letters

cc: Ken Husby, Construction Engineer
Fran Neval, Commission Services

see letter of 8/10/88 from Ramberg to Coats
fran

RECEIVED
SEP 26 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10/4/88
Randa called again - Referred her to Cindy C

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
June 17, 1988
5319 S.W. Westgate Dr., Suite 127, Portland, OR 97221
Phone 229-5495

In Reply Refer to
File No.

Ramberg, Inc.
12135 Kent-Kangley Road
Kent, Washington 98031

RE: NW Front Ave - NW Yeon Ave Conn
NW 26th Ave(Col River Highway)
Contract No. 10143
Bridge No. 166609
Final Payment

Attn: Mr. Robert Holmgren

As to your Letter received June 16, 1988, I have called our Salem office and found the following information:

1. On April 14, 1988 notice to Contractor was sent stating Final Payment was fourth coming.

2. On or about April 21, 1988 Final Payment was made to Douglas S. Coats, Inc. for the subject project.

In regards to the Names and Addresses of the United States Department of Transportation to contact regarding this matter, I have no information. It appears to be a matter between your two companies.

If you have any questions, please contact at my new address listed above.

Very Truly Yours,
Roger W. Kuchinka
Roger W. Kuchinka
Acting Project Manager

RWK:ah

CC: Mr. Douglas S. Coats, Inc., Bend, Oregon.
Mr. Marion Craft, OSHD, Milwaukie w/copy of Letter.
files

RECEIVED
SEP 26 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Ramberg, Inc.
Received 6/24, 19 88
By RB

RAMBERG INC.
12135 KENT - KANGLEY ROAD • KENT, WASHINGTON 98031
(206) 852-2050

General Contractor #RAMBEI • 157JJ

Aug. 10, 1988

Douglas S. Coats, Inc.
P.O. Box 311
Bend, Ore. 97709

RE: NW Front Ave - N.W. Yeon Ave. Conn.
Contract No. 10143
Bridge No. 166609

To Whom It May Concern:

I have personally called and talked to Vonnie who appears to represent Douglas S. Coats in their financial duties to their subcontractors. My last conversation with Vonnie was that Coats does not have the funds to pay Ramberg, Inc. for work completed and would not have these funds until some-time in September. I appreciated her cooperation in this matter but I also know that Douglas S. Coats has been paid in full by the State of Oregon D.O.T. . Only a small amount of the retainage is left to pay on this contract and I feel Ramberg, Inc. has waited long enough.

I am informing Douglas S. Coats, Inc. that if Ramberg, Inc. is not paid in full by the 24th of August Ramberg will request the Attorney General's office to investigate Douglas S. Coats, Inc. diversion of retainage funds paid them by the state, to entities other than subcontractors and to investigate potential purgery in submitting to the state a certification that it's subs were paid in full for work performed.

I would appreciate a reply on this matter as soon as possible.

Sincerely,
RAMBERG, INC.

Randa M. Bergsma
President

RMB/rc

RECEIVED
SEP 26 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

September 16, 1988

CON 5 - 10,143

Allen, Kilmer, Schrader, Yazbeck
and Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW. Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of September 9, 1988, no funds will be released to Douglas S. Coats on Contract No. 10,143 for work on the N.W. Front Avenue-N.W. Yeon Avenue Connection (Portland) Section Project, without authorization from you as attorney for Transamerica Insurance Company.

If you wish the funds to be payable to someone other than the contractor, the attached Assignment of Funds form should be completed and returned to this office.

Fran Neavoll
COMMISSION SERVICES

Attachment

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

bc: Kenneth Husby Attn: Bryant Jackmond
Bruce Walton
Doug Goldbach Attn: Stacy
Rick Kuehn
Roger Kuchinka

FKN:slp

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

September 9, 1988

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Douglas S. Coats, Inc.; Transamerica Insurance Company;
OSHD Contract 10143

Dear Ms. Neavoll:

As you know I represent Transamerica Insurance Company, the surety which posted the payment and performance bond in favor of the Oregon State Highway Department on behalf of Douglas S. Coats, Inc. with respect to OSHD 10143, the N.W. Front Avenue - N.W. Yeon Avenue Connection Section of N.W. 26th Avenue in Portland, Oregon. I understand that Coats and OSHD are negotiating a price agreement with respect to this project. On behalf of Transamerica, I hereby request that no funds on this project or any other project bonded by Transamerica on behalf of Coats be released to Coats without authorization from me.

Very truly yours,

Robert L. O'Halloran

RLO/me

cc: Scott J. Guest

RECEIVED
SEP 14 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,143

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10143

TO: Manager
Commission Services

DATE: April 15, 1988

FROM:

for Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10143, On Site Work Substantially Completed July 16, 1987

All Work Completed February 23, 1988

Project NW Front Ave.-NW Yeon Ave. Connection (Portland)

Highway NW 26th Ave. (Columbia River Highway)

County Multnomah

Type of Work Grade, Pave, Structure, Signs, Illum., Traffic Signals

Contractor Douglas S. Coats, Inc.

cc: C. O. Fredrickson
B. M. Walton

BMW:mk

SURETY LETTER WRITTEN 4/27/88

RECEIVED
APR 26 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

April 14, 1988

CON 5 - 10,143

Furrer & Scott
Law Offices
9185 S.W. Burnham Street
P. O. Box 23414
Tigard, OR 97223

Attention: Marcia L. Jory

Thank you for your letter of March 16, 1988, stating that the claim filed by your client, Star Rentals, Inc., against R. G. Campbell Co. has been paid.

This was in connection with the Douglas S. Coats, Inc., Contract No. 10,143 for work on the NW Front Ave.-NW Yeon Avenue Connection Project in Multnomah County.

The release of this claim will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance
P. O. Box 1357
Eugene, OR 97440

NOTED ON CARD
slp 4-14-88

bc: Bryant Jackmond

FKN:slp

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223

PATRICK J. FURRER
MICHAEL J. SCOTT
MARCIA L. JORY

AREA CODE 503
TELEPHONE 620-4540

March 16, 1988

State of Oregon
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attn: Fran Neavoll
Commission Services

Re:	Project/Contract Name:	N.W. Front Avenue - N.W. Yeon Avenue Connection, Portland Highway N.W. 26th Avenue (Columbia River Highway)
	Contract No.:	10143
	Prime Contractor for Project:	Douglas S. Coats, Inc.
	Claimant's Contract With:	Douglas S. Coats, Inc. and R.G. Campbell Co.
	Surety:	Transamerica Insurance Company
	Bond No.:	5741-1981
	Claimant:	Star Rentals, Inc.
	Amount:	$10,745.03 together with interest

Dear Ms. Neavoll:

Enclosed please find a copy of the Release of Claim which has been filed on the above referenced project on behalf of our client Star Rentals, Inc.

Very truly yours,

Marcia L. Jory

MLJ/kd
Enc.
cc Star Rentals, Inc.

RECEIVED

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223

PATRICK J. FURRER
MICHAEL J. SCOTT
MARCIA L. JORY
MICHAEL R. FENDALL

AREA CODE 503
TELEPHONE 620-4540

TO:

Barbara Roberts
Secretary of State
State Office Building
Salem, Oregon 97301

R.G. Campbell Co.
1819 N.E. 129th Street
Vancouver, Washington 98686

State of Oregon
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310
ATTENTION: Fran Neavoll
Commission Services

Douglas S. Coats, Inc.
c/o Dennis C. Karnopp, Reg. Agent
835 N.W. Bond Street
Bend, Oregon 97701

Transamerica Insurance Co.
700 N.E. Multnomah
Portland, Oregon 97232

RELEASE OF CLAIM

Re: Project/Contract Name:	N.W. Front Avenue - N.W. Yeon Avenue Connection, Portland Highway N.W. 26th Avenue (Columbia River Highway)
Contract No.:	10143
Prime Contractor for Project:	Douglas S. Coats, Inc.
Claimant's Contract With:	Douglas S. Coats, Inc. and R.G. Campbell Co.
Surety:	Transamerica Insurance Company
Bond No.:	5741-1981
Claimant:	Star Rentals, Inc.
Amount:	$10,745.03 together with interest

This is to certify that that certain claim dated July 15, 1987 filed by the undersigned corporation with the Secretarv of State, State of Oregon, on July 16, 1987 concerning equipment and materials used in that certain Public Works Project known as N.W. Front Avenue, N.W. Yeon Avenue Connection, Portland Hwy. N.W. 26th

Avenue (Columbia River Highway) has been fully paid and satisfied. The Secretary of State may accept this as a release of the claim heretofore filed with the said public agency.

DATED this 14th day of March, 1988.

STAR RENTALS, INC.

By: Harold Wall
Harold Wall
As Its Vice President
and Manager

STATE OF OREGON,)
) ss.
County of Multnomah,)

On this 14th day of March, 1988, personally appeared Harold Wall, Vice President and Manager of Star Rentals, Inc. and acknowledged that he executed the foregoing Release of Claim freely and voluntarily and for the uses and purposes therein expressed.

Notary Public for Oregon
My Commission Expires: 2-24-90

RECEIVED
MAR 17 [illegible]

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

10,143

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: February 27, 1988

PROJECT NAME (SECTION): N.W. Front Ave.-N.W. Yeon Street Connection

CONTRACT NO: C10143

HIGHWAY: Columbia River

COUNTY: Multnomah

F A PROJECT NO: IX-9301(2)

CONTRACTOR: Douglas S. Coats

KIND OF WORK: Grad Pave Struct Sign Illum Traff Signals

DATE OF AWARD: November 19, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $5,429,322.78

ESTIMATED PROJECT COST $5,420,010.30

ESTIMATED PERCENT XXXXRUN/UNDERRUN 0.2 %

ENGINEERING

AUTHORIZATION $ 386,085.18

COST THIS WEEK $ 250.00

TOTAL TO DATE $ 501,500.00

PERCENT OF AUTHORIZATION 129 %

FIRST NOTIFICATION DATE: December 19, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: July 16,1987

ESTIMATED SEMIFINAL SUBMITTAL DATE: January 27, 1988

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	06/30/87	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Illumin
ORIG. CONTRACT QUANTITIES	14,570 CY	7,300 TN	2,370 TN			
EST. CORRECTED QUANTITIES	13,645 CY	8,120 TN	2,951 TN			
EST. PERFORMED TO DATE	13,645 CY	8,120 TN	2,951 TN			
PERCENT PERFORMED TO DATE	100	100	100	100	100	100

ACTIVITIES THIS WEEK:

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Third Notification submitted! THIS IS THE LAST WEEKLY REPORT.
=============================

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final Inspection was held on 07/16/87
Semi-Final Estimate submitted 01/27/88 without Thrid Notification.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Roger W. Kuchinka

Roger W. Kuchinka

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

February 16, 1988

CON 5 - 10,143

Furrer & Scott
Law Offices
P. O. Box 23414
Tigard, OR 97223

Attention: Marcia L. Jory

Thank you for your letter of January 22, 1988, furnishing us a copy of the claim dated July 15, 1987, filed on behalf of your client, Star Rentals.

This claim was filed against R. G. Campbell Co., a subcontractor on Contract No. 10,143 with Douglas S. Coats, Inc., for work on the NW Front Ave.-NW Yeon Ave. Connection in Portland.

We will note this claim in our records. Please notify us when your client receives payment.

Fran Neavoll
COMMISSION SERVICES

bc: Bryant Jackmond

FKN:slp

Noted on
card 2-16-88
slp.

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223

PATRICK J. FURRER
MICHAEL J. SCOTT
MARCIA L. JORY
MICHAEL R. FENDALL

AREA CODE 503
TELEPHONE 620-4540

January 22, 1988

State of Oregon
Commission Services
121 Transportation Building
Salem, Oregon 97310

Attn: Fran Neavoll

Re: My Client: Star Rentals, Inc.
Contract No.: 10143
General Contractor: Douglas S. Coats, Inc.

Dear Ms. Neavoll:

Per our conversation earlier this date, enclosed please find a copy of the Notice of Claim filed on this project on behalf of my client, Star Rentals. As you can see, the claim is dated July 15, 1987 and was received both in the Secretary of State's office and the Highway Division's field office in Milwaukie on July 16, 1987. You advised that your office had not received a copy of the claim. Also, I have noted for our records that copies of any future claims involving State Highway projects should be sent to Commission Services' offices as well as to the statutorily prescribed recipients.

Thank you for your assistance.

Very truly yours,

Marcia L. Jory

MLJ/kd
Enc.
cc Star Rentals, Inc.

RECEIVED
JAN 25 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO:

Barbara Roberts
Secretary of State
State Office Building
Salem, Oregon 97301

Douglas S. Coats, Inc.
c/o Dennis C. Karnopp, Reg. Agent
835 N.W. Bond St.
Bend, Oregon 97701

R. G. Campbell Co.
1819 N.E. 129th St.
Vancouver, Washington 98686

Transamerica Insurance Co.
700 N.E. Multnomah
Portland, Oregon 97232

State of Oregon
Department of Transportation
Highway Division
Administrative Offices
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

NOTICE OF CLAIM

Re: Project/Contract Name:	N.W. Front Avenue - N.W. Yeon Avenue Connection, Portland Highway N.W. 26th Avenue (Columbia River Highway)
Contract No.:	10143
Prime Contractor for Project:	Douglas S. Coats, Inc.
Claimant's Contract With:	Douglas S. Coats, Inc. and R. G. Campbell Co.
Surety:	Transamerica Insurance Company
Bond No.:	5741-1981
Claimant:	Star Rentals, Inc.
Amount:	$10,745.03 together with interest

NOTICE IS HEREBY GIVEN that the undersigned, Star Rentals, Inc., a foreign corporation, has a claim for certain equipment and materials rented and sold to R. G. Campbell Co. and the prime contractor for and used in the construction of the project described herein, which claim is in the total sum of $10,745.03, as shown on Exhibit "A" attached hereto and incorporated by this reference herein, together with lawful interest thereon from May 1, 1987, against the bond taken from Douglas S. Coats, Inc. the prime contractor on the project, and furnished by Transamerica

Insurance Company, Bond No. 5741-1981 for work on the N.W. Front Avenue - N.W. Yeon Avenue Connection (Portland).

Said equipment and materials were rented, sold and provided by Star Rentals, Inc. to R.G. Campbell Co., a subcontractor of Douglas S. Coats, Inc. the prime contractor on the project, and were used in the construction of the above public works project. Claimant's performance was complete on or about May 1, 1987. The project has not yet been accepted by the public body.

By agreement between claimant, the prime contractor and R. G. Campbell Co., the prime contractor agreed to be responsible for paying claimant's invoices on this particular project for equipment rented to R. G. Campbell Co. Payment was to be by joint check between claimant and R. G. Campbell Co. The prime contractor refuses to make payment on this claim.

Demand is hereby made for payment of the above-stated indebtedness in the sum of $10,745.03, together with lawful interest and attorneys fees to which claimant may be entitled.

You and each of you are hereby notified that, unless the amount due and owing is paid forthwith, suit may be instituted upon the bond.

DATED this 15 day of July, 1987.

STAR RENTALS, INC.

By: Harold Wall
Harold M. Wall
Its: Vice President

RECEIVED
JAN 25 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JAN 25 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT A

Inv. #	Date	Materials	Agreed & Reasonable Value	Total
88013	3-30-87 to 4-15-87	1 - 250 compressor 1 - 50x3/4" air hose 1 - 600# sand pot with dead man 3 - 50' blast hoses 1 - Whip, nozzle and slideout 1 - hood 3 - extra lenses	$1,339.20	
		8 gal. diesel	9.60	
		Cleaning charge	10.00	
		3 lenses	6.00	$1,364.80
88014-01	3-30-87 to 4-30-87	1 - 60' Boom 1 - safety belt	$2,400.00	
		Cartage In	22.50	
		Cartage Out	22.50	2,445.00
88014-02	4-30-87 to 5-1-87	1 - 60' Boom 1 - Safety belt	$240.00	
		Safety belt (purchase)	40.00	
		Key	5.00	
		Repair Rotator & Basket	1,261.76	
		45 gals. gas	54.00	1,600.76
88015-01	3-30-87 to 4-30-87	1 - 60' Boomlift 1 - safety belt	$2,400.00	
		Cartage In	22.50	
		Cartage Out	22.50	2,445.00
88015-02	4-30-87 to 5-1-87	1 - 60' Boomlift 1 - safety belt	$240.00	
		Decal set	40.00	
		3 hr. cleaning	75.00	
		27 gals. gas	32.40	387.40
88016	3-30-87 to 4-15-87	1 - 250 Compressor 1 - 50x3/4" air hose 1 - 600# sand pot with dead man 3 - 50' blast hoses 1 - Whip, nozzle & slideout 1 - hood 3 - extra lenses	$1,339.20	
		Cleaning fee	10.00	
		Nozzle	75.00	
		Cartage In	22.50	
		Cartage Out	22.50	1,469.20

88485-1	4-1-87 to 5-1-87	2 - 3/4" air hoses 2 - 3/4 - 3/8 adapters 2 - Y adapters	$60.00	60.00
88497	4-16-87 to 4-24-87	1 - 185 CFM Compressor	$227.50	
		7.9 gal. diesel	9.48	
		Repair & cleaning	100.00	
		Cartage In	15.00	351.98
89217	4-15-87 to 4-24-87	1 - 185 CFM Compressor	$227.50	
		14.0 gal. diesel	16.80	
		Cleaning and repair	100.00	
		Broken air valve	20.25	
		Cartage in	15.00	379.55
89321	4-21-87 to 5-1-87	1 - 250 Compressor 1 - 50' x 3/4 airhose 1 - 600# sand pot with dead man 3 - 50' Blast hoses 1 - nozzle and whip 2 - hoods	$1,086.00	
		17.3 gals. diesel	20.76	
		Cartage out	15.00	1,121.76
	SUBTOTAL			**$11,625.45**

LESS CREDIT MEMOS

SP 5735	6-3-87	See RO 88013	<156.00>	
SP 5739	6-3-87	See RO 88014-02	<309.82>	
SP 5734	6-3-87	See RO 88016	<156.00>	
SP 5737	6-3-87	See RO 89321	<198.60>	
SP 5736	6-3-87	See RO 88485	<20.00>	
SP 5781	6-18-87	See RO 88485 & SP5736	<40.00>	
		Subtotal Credits		<880.42>
	TOTAL REASONABLE AND AGREED VALUE			**$10,745.03**

RECEIVED
JAN 25 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT "A"

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(2)

2. STATE PROJECT NO.

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

2A. COUNTY NAME Multnomah

6. TO

Mr. Donald R. Adams
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 29, 1987

8. FEDERAL ROUTE NUMBER FAU 9301

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Front Ave. - N. W. Yeon Ave.

11. GENERAL DESCRIPTION OF WORK

Permanent Paving Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/29/87 as requested in Mr. Gilmour's letter of 1/28/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 Sup. is approved to a TEC of $500; Federal Funds $425.

RECEIVED
STATE HWY ENGR
FEB 5 '88
REFER TO
Gilmour
FOR
Info Inves R/D D/R Sign Act File

14. DATE 2/4/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

January 4, 1988

CON 5
10143

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Time Extension Request
NW Front Ave.-NW Yeon Ave. Connection
Contract No. 10143
FAP No. IX-9301(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested additional contract time due to a delay in receiving shop drawing approval for the steel plate girders for spans eight, nine, and ten for Bridge No. 16660.

We find the basis of your request to be valid and a contract time adjustment of an additional 16 calendar days is granted. The adjusted contract time of completion for this project is July 16, 1987. This will eliminate all liquidated damages under this contract.

W. E. Schwartz
Assistant State Highway Engineer

bc C. O. Fredrickson
Roger Kuchinka w/att.
FHWA w/att.
Al Harwood w/att.--NOTE: We should consider recovering this from CH2M Hill.
Bruce Walton--NOTE: This extension is FHWA non-participating.

OBJ:mk sl

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: December 15, 1987

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT:

NW Front Avenue - NW Yeon Avenue (26th Avenue)
Contract No. 10143

Attached is a time extension request from the contractor, for 35 days, based on late return of shop drawings. Roger Kuchinka has analyzed the request and confirms the delays for the reason listed. The contract time overran by 16 days. I concur in Roger's recommendation to grant the 16 days, thus eliminating all liquidated damages.

Please note that this time delay, not limited to just the 16 day overrun is time, plus other design related delays and costs, is part of a much larger claim that has been submitted by the contractor.

12-28-87

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 16 C.D. time extension due to the late return of shop drawings.

O. B. Jackmond

MC:cms

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___

RECEIVED
DEC 1[illegible] 1987
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

-125-1367

jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(2)

2. STATE PROJECT NO.

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

2A. COUNTY NAME Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 16, 1987

8. FEDERAL ROUTE NUMBER FAU 9301

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. W. Front Ave. - N. W. Yeon Ave.

11. GENERAL DESCRIPTION OF WORK

Install and maintain landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/16/87 as requested in Mr. Fredrickson's letter of 12/4/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 12 is approved to a TEC of $5,651.48; Federal Funds $4,804.00.

RECEIVED
STATE HWY ENGR
DEC 23 '87
REFER TO
Gilmour
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 12/18/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

November 30, 1987
IN REPLY REFER TO
HA-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Price Agreement No. 18
Oregon Project IX-9301(2)
N. W. Front Ave. - N. W. Yeon Ave.
Multnomah County

We are returning P. A. No. 18 unapproved. We previously returned P. A. No. 10 unapproved since consultant design errors were involved and we recommended that you first seek restitution from CH2M/Hill before resubmission to us. P. A. No. 18 involves errors with the same structure but of a different nature. The error appears to be a field construction error since Drawing No. 40972 requires level bearing surfaces but the fabricator apparently detailed the work incorrectly and the error was not noticed by either your staff or CH2M/Hill's staff until after the beams were placed.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (C. Gilmour, Program)
OSHD (C. Fredrickson, Const) w/P. A. No. 18

RECEIVED
STATE HWY ENGR
DEC 1 '87
REFER TO
Fredrickson
FOR
Info Invest R/D D/R Sign [✓ Act] File

Sent 12-7

Dan Adams
TAA

10,143

August 19, 1987

CON 5 - #10,143

Fought & Company Inc.
P.O. Box 23759
Tigard, OR 97223-0115

Attention: Rex D. Smith
Contracts Manager

Thank you for your letter of August 12, 1987, advising us that you have received from Douglas S. Coats full payment for the supply of structural steel on the N.W. Front-N.W. Yeon Project (Contract No. 10,143).

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Larry C. Buck
Tromp & McKinley
P.O. Box 1357
Eugene, OR 97440

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
8-19-87cc

Fought & Company Inc.
STEEL FABRICATOR

August 12, 1987

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Fran Neavoll
Commission Services

Reference: NW Front/NW Yeon Project

Subject: Notice of Claim
Douglas S. Coats, Inc.

Gentlemen:

Please be advised that, as of July 31, 1987, Fought & Company, Inc. has received full and final payment from Douglas S. Coats, Inc. for the supply only of structural steel on the above referenced project.

Yours very truly,

Rex D. Smith
Contracts Manager

RDS:cj

cc Transamerica Insurance Co.
Kobin & Kobin
Douglas S. Coats, Inc.

called Rex Smith
& claim of $51.211
pd in full

RECEIVED
AUG 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

14255 S.W. 72nd AVENUE 97224-8042
P.O. BOX 23759 TIGARD, OREGON 97223-0115
TELEX 15-1143 503/639-3141 DATA FAX: EXT. 247

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 14, 1987
IN REPLY REFER TO
HA-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Price Agreement No. 10
Oregon Project IX-9301(2)
N. W. Front Ave. - N. W. Yeon Ave.
Multnomah County

We are returning Price Agreement No. 10 unapproved. The majority of the additional costs were the result of design detail inconsistencies which we believe should be borne by CH2M/Hill, the consultant employed to design the bridge.

On March 17, 1987 we sent you a copy of the policy and procedures developed by Penn DOT for consultant design errors. Your March 27 response indicated your Program Section would use this information in working with the Consulting Engineering Council of Oregon. We realize that you have not developed a procedure to recover additional construction costs incurred as a result of consultant design error but we feel this Price Agreement could serve as the catalyst to begin developing one for Oregon.

have in hand

[illegible]

Please explore obtaining an equitable level of CH2M/Hill participation in this claim settlement prior to our further consideration.

Sincerely yours,

D. R. ADAMS

$13,258.00
str. steel detailing

$121+

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
AUG 14 '87
REFERRED TO
[illegible]
Info Inves

cc:
OSHD (G. A. Potter, Program)
(C. O. Fredrickson, Const) w/P.A. No. 10

Done 8/17

Don Adams - fyi & action.

cy - Schwartz

8/18
Tina: I'll need a briefing to define problem & issues for further action. Please gather those knowledgeable & set up early thru Cheryl. Don.

10,173

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 18, 1987

In Reply Refer to File No.: CON 5
10143

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9301(2)

Contract 10143, Work Completed July 16, 1987

Project NW Front Ave.-NW Yeon Ave. Conn.

Highway NW 26th Ave. (Columbia River Hwy.)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 16, 1987 LMH

Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
AUG 24 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
AUG 19 1987
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9301(2)
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00049
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 10 '87
Potter

7. DATE AUTHORIZATION EFFECTIVE July 14, 1987
8. FEDERAL ROUTE NUMBER FAU 9301
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. w. Front Ave, - N. W. Yeon Ave. Connection (Portland)

11. GENERAL DESCRIPTION OF WORK

Clean debris from the sewer outfall

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/14/87 as requested in Mr. Fredrickson's letter of 7/23/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $500; Federal Funds $425.

14. DATE 8-6-87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JUL 31 '87
REFER TO
Fredrickson

REGION NO. 10	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon Cy 8/1

IN COMPANY WITH
Dave Hill, Brett Kesterson, City of Portland; Roger Kuchinka and Marion Craft; OSHD

DATE OF INSPECTION 7/16/87	INSPECTION MADE BY W. H. Kappus, Area Engineer, Mike Cribb, HET, and Larry Heil, Assistant Area Engineer	PROJECT NO. IX-9301(2)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 107 %	WORK COMPLETED 100 %

N. W. FRONT AVE. - N. W. YEON AVE. CONNECTION
N. W. 26TH AVENUE
Grade, Pave, Structure, Sigfning, Illumination & Traffic Signals

This project provided for a direct connection between N. W. Front Avenue and N. W. Yeon Avenue by construction of a viaduct over the Burlington Northern Railroad.

The contract was awarded to Douglas S. Coats, Inc. on 11/19/85. Work started 12/19/85 and was completed 7/16/87. Sixteen calendar days were used in excess of the specified contract time, but time extensions are anticipated to negate the necessity for liquidated damages. Final project cost underran the original authorization of $5,423,322 by 1%. A price reduction is being prepared for the 90 cy ± of 4500 psi deck concrete which failed at 4240 psi. No claims are anticipated. A list of price agreements, extra work orders and overruns/underruns is attached to the Division Office copy of this report.

Punch list items include:

1. Replacement of pedestrian rail which was not cut within the prescribed tolerance.
2. General cleanup of construction debris.

A State Force Order is being prepared to have City Forces stripe pedestrian crosswalk pavement markings at the Front Ave. intersection with the new Front-Yeon connection.

Landscaping was overlooked during project design. Minor amounts of landscaping will be required adjacent to the bridge approaches at each end of the structure to mesh with the recently completed Yeon Ave. landscaping (State project) and Front Ave. landscaping (Port of Portland project). Landscape plans and a cost estimate will be reviewed prior to accomplishing said landscaping.

- LMH -

Form **FHWA-1446A**
(Rev. 2-84)

July 8, 1987

CON 5 - #10,143

Kleen Blast Division
3650 NW Yeon Avenue
Portland, OR 97210

Attention: Joan James
Administrator

We have received a copy of your letter dated June 26, 1987, addressed to the Secretary of State with attached invoice, filing a claim against the following Highway Division contract:

FILED BY: KLEEN Blast Division

AMOUNT: $2,848.95

FOR: Materials

AGAINST (PRIME CONTRACTOR): Douglas S. Coats, Inc.

SUBCONTRACTOR: R. G. Campbell

CONTRACT NO.: 10,143

PROJECT: NW Front Avenue-NW Yeon Avenue Connection (Portland) Section, NW 26th Avenue, Multnomah County

SURETY: Transamerica Insurance Co.

AGENT: Tromp & McKinley

We will advise the surety, agent, and the prime contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Larry C. Buck
Tromp & McKinley
P.O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

FKN:cc

noted on
card
cc

KLEEN BLAST

KLEEN BLAST

A DIVISION OF LEISURE INVESTMENT CO.

LINCO

3650 NW Yeon
Portland, Oregon 97210

June 26, 1987

Secretary of State - Oregon
Room 143 - Capitol Building
Salem, Oregon 97310

Re: Oregon State Hiway Project
Yeon - Front Avenue

We are a small business located in Guilds Lake Area of NW Portland.

Starting on March 31, 1987, we began to supply sandblast grit to RGCampbell, Sub Contractor on the above contract. We agreed to let him charge the material needed for the project with the agreement that we could have a joint check agreement with Doug Coates - Prime Contractor. We supplied a total of 36.5 Tons for this Oregon State Hiway Project.

I spoke with Dan Coates April 9th and he said the project would be complete the next day and would issue a check the 1st of the week. April 16th, again Campbell came in and took more material for use on a barrier on the same project. I submitted a bill on the total, including the barrier for $2,806.85. I called and informed both the sub and prime of the change in amount and the new total amount. This was done the 1st of May, and a bill mailed at that time.

The bill remains unpaid. I have called and have spoken Coates Construction, and been informed the bill was forwarded to Bend and it would be paid immediately. This was the 1st of June. I have called Bend and get no response.

I now turn to you for assistance. We must have immediate payment of this invoice. Any help you can offer will be greatly appreciated.

Thanks,

KLEEN BLAST DIVISION

Joan James
Administrator

jj

CEIVED
JUN 29 1987
[illegible]ION SERVICES
[illegible]NT OF TRANSPO[illegible]

ALL PURPOSE ABRASIVES

Headquarters 30028 Industrial Pkwy S.W., Hayward, CA 94544 • (415) 471-2100 • (800) 227-1134 • Telex 336356
Plant: 30028 Industrial Parkway S.W., Hayward, CA 945444 • (415) 489-9444
Plant: 3650 N.W. Yeon Ave., Portland, OR 97210 • (503) 228-3965 • Telex 151621
Plant: 1448 St. Paul Ave., Tacoma, WA 98421 • (206) 383-2168 • (206) 838-1171 • (800) 228-4786 • Telex 152535

KLEEN BLAST

KLEEN BLAST

3650 N.W. Yeon Ave. - Portland, Oregon 97210

5301

SHIPPED FROM	HAYWARD, CA. (415) 471-2100	☐	PORTLAND, OR. (503) 228-3965	XX	OTHER NAME Bud. Sue

BILL TO (CONSIGNEE)

Douglas S. Coates, Contractor
P O Box 10830 Dan Allum
Portland, Oregon 97210 248-1941
35

SHIP TO [illegible]

Ron C. Campbell
Yeon - Front Avenue Project

ACCOUNT NO. 99995	SALES CREDIT	SPECIAL INSTRUCTIONS:			
ORDER DATE 3/31/87	SHIP DATE 3/31-5/1/87	CUST. ORDER NO. Oregon St Hwy Dept	FOB KB	PREPAID ☐ COLLECT ☐	RESALE ☐ TAXABLE ☐

QTY.	SIZE	DESCRIPTION BAG, BULK, SACKS, ETC.	UNIT PRICE	
~~XXX~~ 36.5T	#35	730 ~~XX~~ Bags Kleen Blast Sandblast Grit	$76.90/Tn	$2806.85
		Copy Mailed to D SCoates 5/15/87		
		Late charge .015%	:	42.10
			$	2848.95

RECEIVED
JUN 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PALLET RETURNS QTY.			SCALE WEIGHT	TIME ARRIVE	TIME DEPART
OK	REPAIR	SCRAP			
				NET LBS.	NET TNS.

CERTIFIED BY STATE OF CALIFORNIA FOR DRY UNCONFINED BLASTING

Speediply ... Patented

OFFICE

143

July 8, 1987

CON 5 - #10,143

REFA Erection Inc.
P.O. Box 23724
Tigard, OR 97223-0115

We have received a copy of your Notice of Claim dated May 28, 1987, addressed to the Secretary of State, Douglas S. Coats and the Highway Division against the following Highway Division contract:

FILED BY:	REFA Erection, Inc.
AMOUNT:	$5,170
FOR:	Labor and equipment in erecting steel components
AGAINST (PRIME CONTRACTOR):	Douglas S. Coats, Inc.
CONTRACT NO.:	10,143
PROJECT:	NW Front Avenue-NW Yeon Avenue Connection (Portland) Section, NW 26th Avenue, Multnomah County
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp & McKinley

We will advise the surety of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Larry C. Buck
Tromp & McKinley
P.O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

FKN:cc

7/8
noted on card

REFA REFA ERECTION INC.
P.O. Box 23724 Tigard, Oregon 97223-0115 PHONE 503/684-1158

May 28, 1987

NOTICE OF CLAIM

TO: Secretary of State of State of Oregon, Oregon State Highway Department and Douglas S. Coats, Inc.

NOTICE is hereby given that the undersigned, REFA ERECTION, INC., has a claim for labor and equipment in erecting steel components in the sum of $5,170.00 against the bond taken from Transamerica Insurance Company, surety, for the work of N.W. Front and Yeon Bridge, Oregon State Department of Transportation Contract No. 10143. This is in addition to the amount of the Notice of Claim submitted on May 5, 1987 as all work for this notice was performed subsequent to May 5, 1987.

REFA ERECTION, INC.

By: ______________________
REFA ERECTION, INC.
PO Box 23724
Tigard, OR 97223
Phone: (503) 684-1158

cc: Transamerica Insurance Company
c/o Tromp & McKinley
Box 1357
Eugene, OR 97401

RECEIVED
JUN - 1 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(REFA) REFA ERECTION INC.
P.O. Box 23724 Tigard, Oregon 97223-0115 PHONE 503/684-1158

May 28, 1987

Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Attn: Doug Coats

Reference: NW Front/NW Yeon
Our Job No. 1954
Transmittal No. 06

Subject: Notice of Claim

Gentlemen:

Enclosed is a copy of a second "notice of claim" which we are filing with the Secretary of State for work performed after May 5, 1987.

This notice of claim is given to protect our rights. Please advise by return mail as to when all funds will be received by REFA Erection, Inc.

Very truly yours,

Rex D. Smith
General Manager

RDS:cj

Enclosures

cc: Secretary of State
Oregon State Highway Department
Transamerica Insurance Company
Chuck Kobin

RECEIVED
JUN - 1 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,173

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 8, 1987

In Reply Refer to File No.:

CON 5
10143
10313

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Re: Bond Lien (Claim) Letters

In a recent review of our records, we have identified a significant number of bond lien (claim) notices against Douglas S. Coats, Inc., and we are concerned. Following is our tabulation:

Contract No. 10143 - NW Front Ave.-NW Yeon Connection

2/20/87	$ 51,211	Fought & Company
5/28/87	$ 8,626	REFA Erection
5/28/87	$ 127,468	Riedel International
5/28/87	$ 2,892	The Plank Company
5/28/87	$ 31,639	Assoc. Sand & Gravel

Contract No. 10313 - Bear Creek Bridge

3/5/87	$ 24,948	
Subtotal	$ 246,784	

Would you please give us your response as to how these have, or will be, resolved.

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

cc: Douglas S. Coats

bc: Commission Services

06083m

RECEIVED
JUN - 9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 734-3122 (1-87)

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

June 3, 1987

Charles L. Kobin
Attorney at Law
1200 Oregon National Building
610 S. W. Alder Street
Portland, Oregon 97205

RE: Fought and Company, Inc. and Refa Erection, Inc.'s Claims Under the Oregon State Bonding Act Against Douglas S. Coats, Inc. and Transamerica Insurance Company -- Project Known as Northwest Front and Yeon Bridge - Contract No. 10143

Dear Chuck:

In reply to your letter of May 29, 1987, I can not see any valid legal theory by which you can collect from the State when there is no contractual relationship between your clients and the State Highway Division. The contract between the Division and the prime, has a good and valid bond in the full amount of the contract to make payments to people such as your clients.

The amount left to pay Coats under the contract is irrelevant to this issue. There is no way that the State of Oregon is required or will assure your clients, that Mr. Coats will make payment to them. This is a matter between your clients and Mr. Coats - the State is not in anyway involved.

If you should, at a later date, choose to come against the Highway Division that is your choice. I certainly do not feel that there is any basis in law for such an action.

Sincerely,

Jack L. Sollis, Attorney in Charge
Finance and Government Section

JLS:bk

5

RECEIVED
STATE HWY ENGR
JUN 4 '87
REFER TO
File

10,143

May 29, 1987

Associated Sand & Gravel
Company, Inc.
P. O. Box 363
Tualatin, OR 97062

CON 5 - 10,143

Attention: A. P. Demers
Oregon Division Manager

We have received your claim letter dated May 22, 1987, filed against the following Highway Division contract:

FILED BY: Associated Sand & Gravel Company, Inc.

AMOUNT: $31,639.66

FOR: Material

AGAINST (PRIME CONTRACTOR) Douglas S. Coats, Inc.

CONTRACT NO.: 10,143

PROJECT: NW Front Ave.-NW Yeon Ave. Connection (Portland) Section, NW 26th Ave., Multnomah County

SURETY: Transamerica Insurance Co.

AGENT: Tromp and McKinley Ins. Agency

Under Oregon law, you will need to file this claim direct with the Secretary of State and the prime contractor. The Secretary of State's address is 143 Capitol Building, Salem, OR 97310. We will advise the surety of the receipt of this claim.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

NOTED ON CARD
5-29-87

Fran Neavoll
COMMISSION SERVICES

Attachment
FKN:slp

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance Agency
P. O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

S&G
ASSOCIATED SAND & GRAVEL
COMPANY, INC.
19585 S.W. 118TH AVE. ● P.O. BOX 363 ● TUALATIN, OR 97062

May 22, 1987

Mr. Robert Gormsen
Oregon State Highway Division
Transportation Building
Room 121
Salem, Oregon 97310

Contract No.: 10,143 O. S. H. D., N. W. Front Avenue, N. W. Yeon Avenue, Multnomah County.

Dear Mr. Gormsen:

Notice is hereby given that the undersigned Associated Sand & Gravel Co., Inc. has a claim for Concrete Sewer Pipe, Manhole Materials, Concrete Sewer Fittings, and Castings furnished to Doug S. Coats, Inc. on your contract 10,143 in the sum of $31,639.66.

We would appreciated any information on the status of this project.

Very truly yours,

ASSOCIATED SAND & GRAVEL CO., INC.

A. P. Demers
Oregon Division Manager

cc: Doug S. Coats, Inc.

CERTIFIED RECEIPT

AD:kjt

RECEIVED
MAY 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,143

May 28, 1987

CON 5 - 10,143

The Plank Company
16800 S.E. Vinyard Ave.
Milwaukie, OR 97267

Attention: Sharon Edwards
Credit Manager

We have received a copy of your letter dated April 6, 1987, addressed to the Secretary of State and Douglas S. Coats, Inc., with attached invoices, filing a claim against the following Highway Division contract:

FILED BY: The Plank Company

AMOUNT: $2,892.59

FOR: Labor and materials

AGAINST (PRIME CONTRACTOR) Douglas S. Coats, Inc.

CONTRACT NO.: 10,143

PROJECT: NW Front Ave.-NW Yeon Ave. Connection (Portland) Section, NW 26th Ave., Multnomah County

SURETY: Transamerica Insurance Co.

AGENT: Tromp and McKinley Ins. Agency

Your letter of April 15, 1987, advised us that you have now received payment.

This release of claim will be noted in our records.

NOTED ON CARD
5-28-87 slp

Fran Neavoll
COMMISSION SERVICES

FKN:slp

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance Agency
P. O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

THE Plank COMPANY

16800 S.E. VINEYARD RD.
MILWAUKIE, OREGON 97222
(503) 653-1455
8005 S. 222ND ST.
KENT, WASHINGTON, 98031
(206) 872-7597

Specializing in Rental, Service and Sales of Equipment For Contractors

April 6, 1987

Secretary of State/Douglas S. Coats Inc.
143 Capital Building
Salem, Oregon 97310

Subject: NOTICE OF NONPAYMENT AND CLAIM

Sir,

Please take notice that THE PLANK COMPANY has performed labor for and/or supplied materials to DOUGLAS S. COATS, INC. of the agreed and/or reasonable value of $2,892.59 for the N.W. Front Avenue-N.W. Yeon Avenue Connection (Portland) (Section) N.W. 26th Avenue, Multnomah County Project, State Contract #10143, and payment therefore has not been made.

Sincerely,

Sharon Edwards
Sharon Edwards
Credit Manager

Enclosures (Invoices In Comm. Services files)

cc: Douglas S. Coats, Inc.
Office of Commission Services

RECEIVED
APR 09 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SPEED SHORE HYDRAULIC ALUMINUM SHORING SYSTEMS / CONSTRUCTION LASER SYSTEMS / TRENCH BOXES / PIPE TUGGERS

THE **Plank** COMPANY

Specializing in Rental, Service and Sales of Equipment For Contractors

16800 S.E. VINEYARD RD.
MILWAUKIE, OREGON 97222
(503) 653-1455
8005 S. 222ND ST.
KENT, WASHINGTON, 98031
(206) 872-7597

April 15, 1987

Secretary of State/Douglas S. Coats Inc.
143 Capital Building
Salem, Oregon 97310

Subject: State Contract No. 10143

Sir,

The undersigned has been paid and has received a payment in the sum of $2,892.59 for labor, services, equipment or material furnished to DOUGLAS S. COATS INC. on the job of N.W. Front Avenue - N.W. Yeon Avenue Connection (Portland), (Section) N.W. 26th Avenue, Multnomah County Project and does hereby release any mechanic's lien, stop notice or bond right that the undersigned has on the above referenced job to the following extent. This release covers a payment for labor, services, equipment or materials furnished to DOUGLAS S. COATS INC. through December 31, 1986 only and does not cover any retention or items furnished after that date. This release is valid upon bank clearance of check #11620 for $2,892.59 received from DOUGLAS S. COATS INC. on April 13, 1987.

Dated April 15, 1987

The Plank Company
(Company Name)

By Sharon Edwards Credit Manager
(Title)

cc: Douglas S. Coats Inc.
Office of Commission Services

RECEIVED
APR 17 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

The Pl Co.

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GR E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ______________________

DELIVERY TICKET

No. 24283

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143

☒ RENT ON DATE 8/7/86	☐ OTHER	☐ SALE	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 8/7/86	CUSTOMER ORDER NO. P.O.#950

DELIVERED BY	SHIPPED VIA Plank Truck	WRITTEN BY Sharon SH	EQUIP. CHECKED OUT BY	POSTED BY (INV. ACCT.)	☐ PREPAID ☐ COLLECT	TERMS Net Due Rec.

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	DAILY RENTAL	WEEKLY RENTAL	MONTHLY RENTAL	UNIT PRICE	EXTENSION
1	KT-30	Release Tool	2.00	6.00	16.00		

) don't send enclosures

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

YOU ARE RENTING TIME-WHETHER USED OR NOT. RETURN ON TIME IN ORIGINAL CONDITION AND AVOID ADDITIONAL CHARGES.

SUB-TOTAL	
TAX	None
TOTAL	

-FIELD TICKET #19899-

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE ______________________ DATE ____________

FFICE COP

The Plank Co.

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. • HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GROVE - FLORIN ROAD • ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. • MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA • PLACENTIA, CA. 92670
(714) 996-2801
☐ ______

DELIVERY TICKET

No. 24283

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143

☒ RENT ON ☐ OTHER ☐ SALE

DATE 8/7/86

ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 8/7/86	CUSTOMER ORDER NO. P.O.#950	
DELIVERED BY	SHIPPED VIA Plank Truck	WRITTEN BY Sharon	EQUIP. CHECKED OUT BY SH	POSTED BY (INV. ACCT.)

☐ PREPAID
☐ COLLECT

TERMS
Net Due Rec.

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	DAILY RENTAL	WEEKLY RENTAL	MONTHLY RENTAL	UNIT PRICE	EXTENSION
1	RT-30	Release Tool	2.00	6.00	16.00		

Home Office:
8601 Gulf Freeway • P.O. Box 262591 • Houston, Texas 77207

YOU ARE RENTING TIME-WHETHER USED OR NOT. RETURN ON TIME IN ORIGINAL CONDITION AND AVOID ADDITIONAL CHARGES.

SUB-TOTAL	
TAX	None
TOTAL	

FIELD TICKET #19899

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE ______ DATE ______

FFICE COP

The [redacted] Co.

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK G E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ______

No. 24627

RECEIVING TICKET

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143 P.O.#950

☒ RENT OFF ☐ OTHER DATE 12/5/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 8/7/86	POSTED BY (INV. ACCT.)
PICKED UP BY SR	RECEIVED VIA Plank Truck	WRITTEN BY Sharon	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT	☐ PARTIAL ☒ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
1	RT-30	Release Tool	1	~~0~~		
		LOST ON JOBSITE				
1	RT-30	RELEASE TOOL			40.00	40.00
		Will CREDIT ACCOUNT IF RETURNED				

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
XXX/PICK-UP CHARGE	None
TOTAL	[redacted]

VERIFIED BY (OFFICE) SS

REFER TO DELIVERY TICKET No. 24283

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Dan Allen Ted Nutter DATE 12/8/86 8:28

☐ HOUSTON – Main Office: (713) 944-9661
Service Office: (713) 944-9021
Texas Wats: (800) 382-2228
☐ DALLAS – Main Office: (214) 243-8216
☐ SAN ANTONIO – Main Office: (512) 684-7970
☐ AUSTIN – Main Office: (512) 251-9249
☐ ______

The Plank Co.

RENTALS
SALES
SERVICE

FIELD TICKET
NO. 19899

ACCOUNT NO. ______ SALESMAN NO. 701 ORDER DATE 8-7-86

SOLD TO: Doug Coats

DELIVERY LOCATION: NW 26th + Front

☒ RENT ON 8-7-86 (DATE) ☐ RENT OFF ______ (DATE) ☐ OTHER ______ ☐ SALE

[✓ DEL.] (OR) PICK UP BY	CUSTOMER ORDER NO.	SHIP VIA	PPD.	COL.	TERMS
SR		Plank Truck			

QUANTITY	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	UNIT PRICE	EXTENSION
1	RT-30	Release Tool		

Customer's Signature indicates that he has been given instructions on current methods of operation and safety practices.

"This Rental Agreement is subject to all the Terms and Conditions stated on the Reverse side thereof."

DELIVERY DATE ______
RECEIVED BY ______

SUB-TOTAL ______
SALES TAX ______
TOTAL ______

HOME OFFICE
The Plank Company / Box 262591 / 8601 Gulf Freeway / Houston, Texas 77017 / (713) 944-9661

The Plank Co. SALES SERVICE RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SALES COPY

INVOICE DATE	INVOICE NO
9/12/86	142541

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16500 S.E. VINEYARD MILWAUKIE, OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
702[illegible]	5	701	24257	PO#950	8/07/86		NET UPON RECEIPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
8/07/86	1			RT-30 RELEASE TOOL					
9/09/86			1	RT-30 RELEASE TOOL		1	30	16.00*	16.00

RECEIVED
OCT 08 1986
THE PLANK CO.

Paid
11-7-86
#10863
1,971.65

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 16.00

*** THANK YOU ***

****INVOICE TOTAL**** 16.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The **Plank** *Co.*

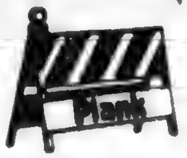
SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SALES COPY

INVOICE DATE	INVOICE NO.
10/12/86	144868

SPEED SHORE
ALUMINUM HYDRAULIC SHORING



Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE, OR. 97222

LD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24283	PO#950	8/07/86		NET UPON RECPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNIT	NO. DAYS	UNIT PRICE	AMOUNT
[illegible]			1	RT-30 RELEASE TOOL					
10/05/8			1	RT-30 RELEASE TOOL		1	30	16.00	16.00

RECEIVED
OCT 17 1986
THE PLANK CO.

Paid 12-22-86
✓ #11173
1236.00

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL	16.00
*** THANK YOU *** ****INVOICE TOTAL****	16.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

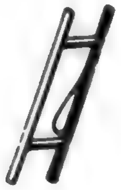
The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-8661

SALES COPY

INVOICE DATE	INVOICE NO
11/11/86	147532



SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE, OR. 97222

SOLD TO
DOUCLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24283	PO#950	8/07/86		NET UPON RECPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
10/05/86			1	PT-30 RELEASE TOOL					
11/06/8			1	PT-30 RELEASE TOOL		1	30	16.00N	16.00

RECEIVED
NOV 21 1986
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL	16.00
INVOICE TOTAL*	16.00

*** THANK YOU ***

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The **Plank** *Co.*

SALES SERVICE RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9561

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Lites & Barricades — *Lasers For Construction* — *Other Construction Equipment*

SALES COPY

INVOICE DATE	INVOICE NO.
12/11/86	150500

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE,OR. 97222

SOLD TO

DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24283	PO#959	8/07/86		NET UPON RECEIPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	[illegible]	[illegible]	UNIT PRICE	AMOUNT
11/04/86			1	RT-30 RELEASE TOOL					
12/04/86			1	RT-30 RELEASE TOOL		1	30	16.00M	16.00

RECEIVED
JAN 08 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲ — ITEM COMPLETE ▲

SUB TOTAL 16.00

** THANK YOU ** ** FINAL INVOICE ** ****INVOICE TOTAL**** 16.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION

SALES COPY

INVOICE DATE	INVOICE NO.
12/12/86	150545

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8801 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE, OR. 9722?

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24287	PO#950	8/07/86		NET UPON RECEIPT

DATE	DEL	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNIT	NO. DAYS	UNIT PRICE	AMOUNT
12/04/86			1	RT-30 RELEASE TOOL					
12/05/86		1		RT-30 RELEASE TOOL		1	1	16.000	.48
					C				

RECEIVED
JAN 08 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲	ITEM COMPLETE ▲	SUB TOTAL	.48

** THANK YOU **   ** FINAL INVOICE **   ****INVOICE TOTAL**** .48

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION

The Plank Co.

SALES
SERVICE
RENTALS

SALES COPY

INVOICE DATE	INVOICE NO.
12/31/86	151484

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 844-8881

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades
Lasers For Construction
Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE,OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #P0143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	F	701	24263	P.O. #950	12/05/86		NET 30

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C			UNIT PRICE	AMOUNT
	1			RT-30 RELEASE TOOL WAS LOST				40.00	40.00
	1			CREDIT WILL BE ISSUED IF LOST					
	1			EQUIPMENT IS RETURNED					

RECEIVED
JAN 09 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 40.00

*** THANK YOU *** ****INVOICE TOTAL**** 40.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The [redacted] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GR[illegible]E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ____________________

DELIVERY TICKET

No. 24244

LESSEE
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143

☒ RENT ON DATE 7/29/86	☐ OTHER	☐ SALE	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/28/86	CUSTOMER ORDER NO. P.O.#950
DELIVERED BY	SHIPPED VIA Plank Truck	WRITTEN BY Sharon 4	EQUIP. CHECKED OUT BY	POSTED BY (INV. ACCT.)	☐ PREPAID ☐ COLLECT	TERMS Net Due Rec.

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	DAILY RENTAL	WEEKLY RENTAL	MONTHLY RENTAL	UNIT PRICE	EXTENSION
1	R-8077	Gradomat IV Laser s/n-2940Y	40.00	200.00	600.00		
1		Instrument Case				N/C	
1		Power Cord				N/C	
1		Remote Line				N/C	
						SUB-TOTAL	
						TAX	None
						TOTAL	[redacted]

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

YOU ARE RENTING TIME-WHETHER USED OR NOT. RETURN ON TIME IN ORIGINAL CONDITION AND AVOID ADDITIONAL CHARGES.

FIELD TICKET #19890

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE ______________________ DATE ____________

The [redacted] Co.

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GR E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ______________________

RECEIVING TICKET

No. 24587

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143 P.O.#950

DATE ☐ RENT OFF ☒ OTHER 11/4/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/29/86	POSTED BY (INV. ACCT.)

PICKED UP BY SR	RECEIVED VIA	WRITTEN BY Sharon	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT	☐ PARTIAL ☐ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
1	R-8077	Gradomat IV Laser s/n-2940Y	1	0		
1		Instrument Case	1	~~0~~	N/C	Case was returned to us
1		Power Cord	1	~~0~~	N/C	
1		Remote Line	1	~~0~~	N/C	
		EQUIPMENT [illegible] STOLEN FROM OFFICE JOB SHACK AT 3002 N.W. Yeon, Portland, OR				
		POLICE CASE # Daniel Allum - D.O.B-10/22/52 D of Theft 11-4-86				
		BILL CUSTOMER AS FOLLOWS:				
1	R-8077	Gradomat IV Kaser s/n-2940Y			4,896.50	
1		Power Cord			199.50	
1		Remote Line			199.50	
					SUB-TOTAL	
					TAX	None
					DEL/PICK-UP CHARGE	None
					TOTAL	

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

REPLACED WITH: D.T.#24541
1 R-8076 Gradomat IV Laser s/n-2462
1 Power Cord
1 Servo Line
Instrument Case

VERIFIED BY (OFFICE) 55

REFER TO [illegible] No. 24244

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Record Keeping only Dan Allum Dan DATE 11/4/86 9:19

The [redacted] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GROVE - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ____________________

DELIVERY TICKET

No. 24541

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143 P.O.#950

☐ RENT ON ☒ OTHER DATE 11/4/86	☐ SALE	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 11/4/86	CUSTOMER ORDER NO.

DELIVERED BY SK	SHIPPED VIA Plank Truck	WRITTEN BY Sharon	EQUIP. CHECKED OUT BY LL	POSTED BY (INV. ACCT.)	☐ PREPAID ☐ COLLECT	TERMS EXCHANGE

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	DAILY RENTAL	WEEKLY RENTAL	MONTHLY RENTAL	UNIT PRICE	EXTENSION
1	R-8076	Gradomat IV Laser s/n-2462					
1		Power Cord					
1		Servo Line					
1		Instrument Case					
		CONTINUOUS BILLING REFER TO					
		ORIGINAL D.T.#24244					

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

YOU ARE RENTING TIME-WHETHER USED OR NOT. RETURN ON TIME IN ORIGINAL CONDITION AND AVOID ADDITIONAL CHARGES.

SUB-TOTAL	
TAX	None
TOTAL	

DO NOT CHARGE INS.

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Dan Allen Dan DATE 11/4/86

248-1941

The [illegible] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK G[illegible]E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ______

RECEIVING TICKET

No. 24891

LESSEE	DOUGLAS S. COATS, INC. P.O. Box 311 Bend, Oregon 97709
JOB LOCATION	PORTLAND, OREGON N.W. 26th & N.W. Front State Contract #10143 P.O.#950

☐ RENT OFF ☒ OTHER
DATE 12/5/86

ACCOUNT NO.	SALESMAN NO.	ORDER DATE	POSTED BY (INV. ACCT.)
70205	701	11/4/86	

PICKED UP BY	RECEIVED VIA	WRITTEN BY	EQUIP CHECKED IN BY		
SR	Plank Truck	Sharon		☐ PREPAID ☐ COLLECT	☐ PARTIAL ☒ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
1	R-8076	Gradomat IV Laser s/n-2462	1	0		
1		Power Cord	1	0		
1		Servo Line	1	0		
1		Instrument Case	1	0		
		*EXCHANGE, LASER, POWER CORD & SERVO LINE STOLEN .				

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
XXX DEL/PICK-UP CHARGE	None
TOTAL	

VERIFIED BY (OFFICE) S

REFER TO DELIVERY TICKET **No.** 24541

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Dan Allen Ted Nutter DATE 12/5/86 2:15

☐ HOUSTON – Main Office: (713) 944-9661
Service Office: (713) 944-9021
Texas Wats: (800) 382-2228
☐ DALLAS – Main Office: (214) 243-8216
☐ SAN ANTONIO – Main Office: (512) 684-7970
☐ AUSTIN – Main Office: (512) 251-9249
☐ ____________

The **Plank** Co.

RENTALS
SALES
SERVICE

FIELD TICKET
NO. 19890

ACCOUNT NO. ____________ SALESMAN NO. 701 ORDER DATE 7-28-86

SOLD TO: Doug Coats

DELIVERY LOCATION: NW 26th + Front

☒ RENT ON 7-29-86 ☒ RENT OFF ____ ☐ OTHER ____ ☐ SALE

[✓ DEL.] ~~(OR) PICK~~ UP BY	CUSTOMER ORDER NO.	~~SHIP VIA~~	PPD.	COL.	TERMS
SK		Plank Truck			

QUANTITY	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	UNIT PRICE	EXTENSION
1		GM-4 LASER		
		S# 2940 4		
		R# 8077		
1		INSTRUMENT CASE		
1		POWER CORD		
1		REMOTE LINE		

Customer's Signature indicates that he has been given instructions on current methods of operation and safety practices.

"This Rental Agreement is subject to all the Terms and Conditions stated on the Reverse side thereof."

DELIVERY DATE ____________

RECEIVED BY ____________

HOME OFFICE

SUB-TOTAL ____
SALES TAX ____
TOTAL ____

The Plank Company / Box 262591 / 8601 Gulf Freeway / Houston, Texas 77017 / (713) 944-9661

☐ **HOUSTON** – Main Office: (713) 944-9661
Service Office: (713) 944-9021
Texas Wats: (800) 382-2228
☐ **DALLAS** – Main Office: (214) 243-8216
☐ **SAN ANTONIO** – Main Office: (512) 684-7970
☐ **AUSTIN** – Main Office: (512) 251-9249
☐ ____________

The Plank Co.

RENTALS
SALES
SERVICE

FIELD TICKET
NO. 20241

ACCOUNT NO. ____________ SALESMAN NO. 701 ORDER DATE 11-4-86

SOLD TO: Doug Coats Const

DELIVERY LOCATION: 3002 NW Yeon
Portland Ore

☑ RENT ON 11-4-86	☐ RENT OFF ____ DATE	☐ OTHER	☐ SALE

[✓ DEL.] (OR) PICK UP BY SR	CUSTOMER ORDER NO.	SHIP VIA Plank Truck	PPD.	COL.	TERMS

QUANTITY	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	UNIT PRICE	EXTENSION
1	GM-4	LASER		
		S# 2462 R# 8076		
1		POWER CORD		
1		SERVO LINE		
1		INSTRUMENT CASE		

SUB-TOTAL	
SALES TAX	
TOTAL	

Customer's Signature indicates that he has been given instructions on current methods of operation and safety practices.

"This Rental Agreement is subject to all the Terms and Conditions stated on the Reverse side thereof."

DELIVERY DATE ____________

RECEIVED BY Dan Allen
HOME OFFICE

The Plank Company / Box 262591 / 8601 Gulf Freeway / Houston, Texas 77017 / (713) 944-9661

SALES COPY

INVOICE DATE	INVOICE NO.
9/03/86	142085

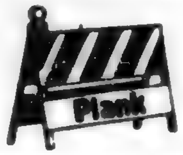
44

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262561 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING



Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16[illegible] S.E. VINEYARD MILWAUKIE,OR. 972[illegible]

SOLD TO
DOUGLAS & COATS INC
PO BOX 311
710 S E FOOSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 36TH AND N.W. FRONT
STATE FRONT CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24244	PO#94[illegible]	7/29/86		[illegible]

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNIT	NO. DAYS	UNIT PRICE	AMOUNT
7/29/86	1			INSTRUMENT CASE					
8/27/86			1	INSTRUMENT CASE		1	30	.00M	.
7/29/86	1			POWER CORD					
8/27/86			1	POWER CORD		1	30	.00M	.00
7/29/86	1			REMOTE LINE					
8/27/86			1	REMOTE LINE		1	30	.00M	.00
7/29/86	1			GM IV LASER R-8077					
8/27/86			1	GM IV LASER R-8077		1	30	600.00M	600.00

Paid
11-?-86
ck# 10863
$1,871.65

RECEIVED
OCT 08 1986
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL	600.00
INVOICE TOTAL*	600.00 ✓

*** THANK YOU ***

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

SALES COPY

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9061

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Lites & Barricades

Lasers For Construction

Other Construction Equipment

INVOICE DATE	INVOICE NO.
10/03/86	144484

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE,OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE FRONT CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70265	F	701	24244	PO#950	7/[illegible]		NET UPON R

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO UNITS	NO DAYS	UNIT PRICE	AMOUNT
8/27/86			1	INSTRUMENT CASE					
9/26/8			1	INSTRUMENT CASE		1	30	.00M	.00
8/27/8			1	POWER CORD					
9/26/8			1	POWER CORD		1	30	.00M	.00
8/27/8			1	REMOTE LINE					
9/26/86			1	REMOTE LINE		1	30	.00M	.00
8/27/8			1	GM IV LASER R-8077					
9/26/8			1	GM IV LASER R-8077		1	30	600.00M	600.00

RECEIVED
OCT 14 1986
THE PLANK CO.

Paid
12-23-86
ck# 11913
$1,236.00

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 600.00

*** THANK YOU *** ****INVOICE TOTAL**** 600.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The Plank Co.

SALES
SERVICE
RENTALS

The Plank Company/8801 Gulf Freeway/Box 12591/Houston, Texas 77017/(713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Lites & Barricades
Micro-Grade Lasers For Construction
Other Construction Equipment

INV. 89
No. 18329
CODE

ACCT#70205

SOLD TO
DOUGLAS S. CORTS INC.
P.O. BOX 311
710 S.E. FOGSTEN
BEND, OR. 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE FRONT CONTRACT #10143

FINAL ☐
CONTINUING ☐

SALESMAN	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS	INVOICE DATE
701	PO#950	7/29/86		NET UPON RECPTR.	12/31/86

QUAN	DESCRIPTION	UNIT PRICE	AMOUNT
	RENTAL BILLING FROM 9/26/86 THRU 10/26/86 (30 DAYS)		
1	INSTRUMENT CASE	.00M	.00
1	POWER CORD	.00M	.00
1	REMOTE LINE	.00M	.00
1	GM IV LASER R-8077	600.00M	600.00
			600.00

RECEIVED
JAN 14 1987
THE PLANK CO.

***THANK YOU ***

PLEASE PAY FROM THIS INVOICE
PLEASE REMIT TO P.O. BOX 12591

1½% PER MONTH SERVICE CHARGE
ADDED TO PAST DUE ACCOUNTS.

SALES BINDER

SALES COPY

INVOICE DATE	INVOICE NO.
12/03/86	149889

The Plank *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262691 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Lites & Barricades *Lasers For Construction* *Other Construction Equipment*

MAIL REMITTANCES TO: THE PLANK CO. 15500 S.E. VINEYARD ST. MILWAUKIE, OR. 97222

SOLD TO
DOUGLAS S CONER INC.
PO BOX 311
710 SE FOGSTER
BEND, OREGON 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE FRONT CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
[illegible]	5	[illegible]	24244	[illegible]	E720786		[illegible]

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNIT	NO. DAYS	UNIT PRICE	AMOUNT
10/26/86			1	INSTRUMENT CASE					
11/25/86			1	INSTRUMENT CASE		1	30	.00H	.00
10/25/86			1	POWER CORD					
11/25/86			1	POWER CORD		1	30	.00H	.00
10/25/86			1	REMOTE LINE					
11/25/86			1	REMOTE LINE		1	30	.00H	.00
10/25/86			1	GH IV LASER R-8076					
11/25/86			1	GH IV LASER R-80767		1	30	600.00E	600.00

RECEIVED
JAN 02 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲ ITEM COMPLETE ▲

SUB TOTAL	600.00
THANK YOU BB ***INVOICE TOTAL***	600.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

SALES COPY

INVOICE DATE	INVOICE NO.
12/12/86	150544

84

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8801 Gulf Freeway / Box 282591 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE,OR. 97222

SOLD TO

DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND, OREGON
N.W. 26TH AND N.W. FRONT
STATE FRONT CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24244	PO#950	7/29/86		NET UPON [illegible]

DATE	DEL	PU	[illegible]	PRODUCT DESCRIPTION	C	[illegible]	[illegible]	UNIT PRICE	AMOUNT
11/25/86			1	INSTRUMENT CASE					
12/05/86		1		INSTRUMENT CASE	C	1	10	.00M	.00
11/25/86			1	POWER CORD					
12/05/86		1		POWER CORD	C	1	10	.00M	.00
11/25/86			1	REMOTE LINE					
12/05/86		1		REMOTE LINE	C	1	10	.00M	.00 .87 16.75 49.
11/25/86			1	GM IV LASER R-8076					
12/05/86		1		GM IV LASER R-8076	C	1	10	600.00M	198.00

RECEIVED
JAN 02 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 198.00

** THANK YOU ** ** FINAL INVOICE ** ****INVOICE TOTAL**** 198.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

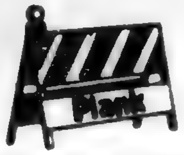
SALES COPY

INVOICE DATE	INVOICE NO.
12/31/86	151540

The **Plank** *Co.* SALES SERVICE RENTALS

The Plank Company / 8801 Gulf Freeway / Box 262581 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE ALUMINUM HYDRAULIC SHORING



Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE.OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND. OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24244	P.O. #950	11/04/86		NET 10

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
	1			POWER CORD				199.50	199.50
	1			REMOTE LINE				199.50	199.50
	1			THIS EQUIPMENT WAS STOLEN					
	1			GM IV LASER SN 2940Y R-8077				4,896.50	4,896.50
				NEW TUBE 6/10/85					
								Paid 1-26-87 ✓ #11293 $340.00	Paid 1-23-87 ✓ #11275 2,649.00
								C.M. #0366	-$2,306.50

RECEIVED
JAN 09 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL	5,295.50
*** THANK YOU *** ****INVOICE TOTAL****	5,295.50

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

Sent C.M. to Houston 1-26-87

☐ TO BE MAILED
☑ INTEROFFICE-DO NOT MAIL

The Plank Co.
P. O. BOX 12591
HOUSTON, TEXAS 77017

CREDIT REQUEST

№ 0366

DATE January 23 1987
MONTH DAY YR.

COMPANY: DOUGLAS S. COATS, INC.
CUST. ACCT. NO.: 70205
MAILING ADDRESS: P.O. Box 311
CITY: Bend, STATE: Oregon ZIP: 97709

DT NO. [illegible]
SOLD ON INV. NO. [illegible]
SALESMAN NO. 701

WE HAVE CREDITED TO YOUR ACCOUNT THE FOLLOWING

QUANTITY	DESCRIPTION AND PERIOD CREDITED	AMOUNT
1	Gradomat IV Laser R-8077, S/N-2940Y (This Laser was stolen off	2,306.50
	Jobsite)	

REASON FOR CREDIT Inventory Value $4,896.50 as charged on invoice. Replacement value $1,500.00, inventory value is 1978 purchase price. Contractor is to pay not insurance. Telephone conversation RMH & MJP 1/22/87 approval to settle.

TOTAL CREDIT 2,306.50

AUTH BY:

APPROVALS:

DUPLICATE – BRANCH OFFICE COPY

CREDIT REQUEST

The Plank Co. SALES SERVICE RENTALS

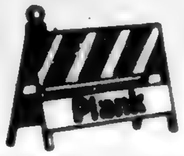
The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-8681

SALES COPY

INVOICE DATE	INVOICE NO.
2/28/87	8196

CREDIT MEMO

SPEED SHORE ALUMINUM HYDRAULIC SHORING



Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. P.O. BOX 262591 HOUSTON, TEXAS 77207

SOLD TO
DOUGLAS S. COMBS, INC.
P.O. BOX 311
BEND, ORDGON 97709

SHIP TO

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24244	PO 950	11/04/86		

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO UNITS	NO DAYS	UNIT PRICE	AMOUNT
		1		GRADOMAT IV LASER R-8077, S/N-2940Y STOLEN		1			2,306.50CR
				CREDIT ON INVOICE #151540, CUSTOMER RELATIONS. REPLACEMENT VALUE $1,500.00, INVENTORY VALUE WS 1978 PURCHASE PRICE. INVENTORY VALUE $4,896.50 AS CHARGED ON INVOICE.					

RECEIVED
MAR 25 1987
THE PLANK CO.

CREDIT

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL	2,306.50CR
TOTAL	2,306.50CR

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The Pl[illegible] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GROVE - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ____________________

DELIVERY TICKET

No. 24215

LESSEE	JOB LOCATION
DOUGLAS S. COATS, INC. P.O. Box 311 Bend, Oregon 97709	PORTLAND, OREGON N.W. 26th & N.W. Front State Contract #10143

☒ RENT ON ☐ OTHER ☐ SALE DATE 7/16/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/16/86	CUSTOMER ORDER NO. P.O.#950	
DELIVERED BY SP	SHIPPED VIA Plank Truck	WRITTEN BY Sharon S4	EQUIP. CHECKED OUT BY	POSTED BY (INV. ACCT.)	☐ PREPAID ☐ COLLECT

TERMS
Net Due Rec

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	DAILY RENTAL	WEEKLY RENTAL	MONTHLY RENTAL	UNIT PRICE	EXTENSION
8	V2-88	Speed Shores	8.00	24.00	50.00		
1	2-Way	Bridle w/12' Hoses				N/C	
				Delivery Charge			24.00
						SUB-TOTAL	
						TAX	None
						TOTAL	

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

YOU ARE RENTING TIME-WHETHER USED OR NOT. RETURN ON TIME IN ORIGINAL CONDITION AND AVOID ADDITIONAL CHARGES.

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Ted DATE 7/16/86
248-1941

OFFICE COPY

The [illegible] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK G[illegible]E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ____________

RECEIVING TICKET

No. 24554

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143
P.O.#950

☒ RENT OFF ☐ OTHER DATE 10/28/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/16/86	POSTED BY (INV. ACCT.)
PICKED UP BY	RECEIVED VIA Plank Truck	WRITTEN BY Sharon	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT ☒ PARTIAL ☐ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
8	V2-88	Speed Shores	6	2		
1	2-Way Bridle w/12' Hoses		0	1	N/C	
		Damaged				
1	2-CB-101-48	Cylinder Band (Model 88-Old Style) $95.00 Less 20% used			76.00	76.00

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
~~DEL~~/PICK-UP CHARGE	18.00
TOTAL	

VERIFIED BY (OFFICE)	REFER TO DELIVERY TICKET
SS	No. 24215

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Robert Pittany Ted Nutter DATE 10/28/86 1:11

The [redacted] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-6989
☐ 8979 ELK G E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ____________

RECEIVING TICKET

No. 24871

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143 P.O.#950

☒ RENT OFF ☐ OTHER DATE 12/5/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/16/86	POSTED BY (INV. ACCT.)
PICKED UP BY SR	RECEIVED VIA Plank Truck	WRITTEN BY Sharon	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT — ☒ PARTIAL ☐ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
2	V2-88	Speed Shores	0	2		
1	2-Way	Bridle w/12' Hose	1	0	N/C	

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
XXXX PICK-UP CHARGE	None
TOTAL	

VERIFIED BY (OFFICE) SS REFER TO DELIVERY TICKET **No.** 24215

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Dan Allen Ted Nutter DATE 12/8/86 8:28

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GR[redacted] - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ____________________

The [redacted] *Co.*

SALES
SERVICE
RENTALS

RECEIVING TICKET

No. 24955

LESSEE		JOB LOCATION	
	DOUGLAS S. COATS, INC.		PORTLAND, OREGON
	P.O. Box 311q		N.W. 26th & N.W. Front
	Bend, Oregon 97709		State Contract #10143 P.O.#950

☒ RENT OFF ☐ OTHER DATE	ACCOUNT NO.	SALESMAN NO.	ORDER DATE	POSTED BY (INV. ACCT.)
12/19/86	70205	701	7/16/86	

PICKED UP BY	RECEIVED VIA	WRITTEN BY	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT	☐ PARTIAL ☒ FINAL
SS	Plant Truck	Sharon	4		

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
2	V2-88	Speed Shores	2	0		

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
PICK-UP CHARGE	6.00
TOTAL	

VERIFIED BY (OFFICE)	REFER TO DELIVERY TICKET
SS	No. 24215

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Ted DATE 12/19/86

☐ HOUSTON – Main Office: (713) 944-9661
Service Office: (713) 944-9021
Texas Wats: (800) 382-2228
☐ DALLAS – Main Office: (214) 243-8216
☐ SAN ANTONIO – Main Office: (512) 684-7970
☐ AUSTIN – Main Office: (512) 251-9249
☐ ____________

The Plank Co.

RENTALS
SALES
SERVICE

FIELD TICKET
NO. 20230

ACCOUNT NO. ____________ SALESMAN NO. 701 ORDER DATE 10-8-86

SOLD TO: Doug Coats

DELIVERY LOCATION: NW Front
Portland

☐ RENT ON (DATE)	☐ RENT OFF (DATE)	☐ OTHER	☐ SALE

[✓ DEL.] (OR) PICK UP BY SR	CUSTOMER ORDER NO.	SHIP VIA Plank Truck	PPD.	COL.	TERMS

QUANTITY	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	UNIT PRICE	EXTENSION
1	V2-88	EXCHANGE For	NC	
		DAMAGED V2-88		
		Bill For DAMAGES		
1	2-CB-101-48	Cylinder Barrel (Model 88)	$95.00	
		old Style		
		LESS 70% used		

Customer's Signature indicates that he has been given instructions on current methods of operation and safety practices.

"This Rental Agreement is subject to all the Terms and Conditions stated on the Reverse side thereof."

DELIVERY DATE ____________
RECEIVED BY ____________

SUB-TOTAL	
SALES TAX	
TOTAL	

HOME OFFICE

The Plank Company / Box 262591 / 8601 Gulf Freeway / Houston, Texas 77017 / (713) 944-9661

The **Plank** *Co.* SALES SERVICE RENTALS

The Plank Company/8601 Gulf Freeway/Box 262591/Houston, Texas 77207/(713) 944-9661

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades *Lasers For Construction* *Other Construction Equipment*

SALES COPY

INVOICE DATE	INVOICE NO.
8/21/86	140196

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE.OR. 97222

SOLD TO

DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24215	PO#950	7/16/86		NET UPON RECP

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
7/16/86	8			V-2-88 SHORE					
8/14/86			8	V-2-88 SHORE		8	30	50.00M	400.00
7/16/86	1			2-WAY BRIDLE W/12IN HOSES					
8/14/86			1	2-WAY BRIDLE W/12IN HOSES		1	30	.00M	.00
				DELIVERY CHARGES					24.00

RECEIVED
AUG 27 1986
THE PLANK CO.

Paid
11-7-86
#10863
$1,871.45

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 424.00

*** THANK YOU *** ****INVOICE TOTAL**** 424.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION

SALES COPY

INVOICE DATE	INVOICE NO.
9/20/86	142916

14

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE.OR. 97222

SOLD TO

DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24215	PO#950	7/16/86		NET UPON RECEIPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
8/14/86			8	V-2-88 SHORE					
9/13/86			8	V-2-88 SHORE		8	30	50.00M	400.00
8/14/86			1	2-WAY BRIDLE W/12IN HOSES					
9/13/86			1	2-WAY BRIDLE W/12IN HOSES		1	30	.00M	.00

Paid
11-7-86
ck#10863
1,871.65

RECEIVED
OCT 08 1986
PLANK CO.

QUANTITY REMAINING ON HAND

ITEM COMPLETE ▲

SUB TOTAL 400.00

*** THANK YOU *** ****INVOICE TOTAL**** 400.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

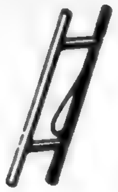
SALES COPY

INVOICE DATE	INVOICE NO.
10/20/86	145334

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8801 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661



SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE, OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	O.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24215	PO#950	7/16/86		NET UPON RECPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
9/13/86			8	V-2-88 SHORE					
10/13/86			8	V-2-88 SHORE		8	30	50.00M	400.00
9/13/86			1	2-WAY BRIDLE W/12IN HOSES					
10/13/86			1	2-WAY BRIDLE W/12IN HOSES		1	30	.00M	.00

RECEIVED
OCT 27 1986
THE PLANK CO.

Paid
12-22-86
#11135
✓ ~~$2~~
$1236.00

QUANTITY ▲ REMAINING ON HAND

ITEM COMPLETE ▲

SUB TOTAL 400.00

*** THANK YOU ***

****INVOICE TOTAL**** 400.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

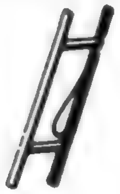
The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262501 / Houston, Texas 77207 / (713) 944-9661

SALES COPY

INVOICE DATE	INVOICE NO
11/19/86	148003



SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE, OR. 97222

SOLD TO

DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24215	PO#950	7/16/86		NET UPON RECPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO UNITS	NO DAYS	UNIT PRICE	AMOUNT
10/13/86			8	V-2-88 SHORE					
10/28/86		6		V-2-88 SHORE		8	15	50.00M	200.00
11/12/86			2	V-2-88 SHORE		2	15	50.00M	50.00
10/13/86			1	2-WAY BRIDLE W/12IN HOSES					
11/12/86			1	2-WAY BRIDLE W/12IN HOSES		1	30	.00M	.00
				PICK UP CHARGES					18.00

RECEIVED
DEC 01 1986
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 268.00

*** THANK YOU ***

****INVOICE TOTAL**** 268.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION

SALES COPY

INVOICE DATE	INVOICE NO.
12/19/86	150726

The **Plank** *Co.*

SALES SERVICE RENTALS

The Plank Company / 8801 Gulf Freeway / Box 262501 / Houston, Texas 77207 / (713) 944-8081

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE, OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24215	PO#950	7/16/86		NET UPON RECEIPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
11/12/86			2	V-2-88 SHORE					
12/05/86				V-2-88 SHORE		2	23	50.00M	77.00
12/12/86			2	V-2-88 SHORE		2	7	50.00M	23.00
11/12/86			1	2-WAY BRIDLE W/12IN HOSES					
12/05/86		1		2-WAY BRIDLE W/12IN HOSES	C	1	23	.00M	.00

RECEIVED
JAN 07 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 100.00

*** THANK YOU ***

****INVOICE TOTAL**** 100.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8801 Gulf Freeway / Box 282591 / Houston, Texas 77207 / (713) 944-9681

SALES COPY

INVOICE DATE	INVOICE NO.
12/31/86	151295

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16900 S.E. VINEYARD MILWAUKIE, OR. 97222

OLD TO

DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24215	PO#950	7/16/86		NET UPON RECE

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	[illegible]	[illegible]	UNIT PRICE	AMOUNT
12/12/86			2	V-2-88 SHORE					
12/18/86		2		V-2-88 SHORE	C	2	6	50.00	20.00
				PICK UP CHARGES					6.00

RECEIVED
JAN 08 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 26.00

** THANK YOU ** ** FINAL INVOICE ** ****INVOICE TOTAL**** 26.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

SALES COPY

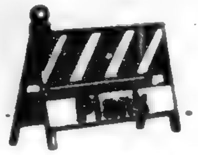
[illegible]	[illegible]
12/31/86	151483

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING



Lites & Barricades *Lasers For Construction* *Other Construction Equipment*

MAIL REMITTANCES TO: THE PLANK CO. 15800 S.E. VINEYARD MILWAUKIE.OR. 97222

SOLD TO

DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND. OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24215	P.O. #950	10/28/86		NET [illegible]

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	[illegible]	[illegible]	UNIT PRICE	AMOUNT
	1			2-CB-101-48 CYL BARREL W/WG 8				76.00	76.00

RECEIVED
JAN 09 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL	76.00
*** THANK YOU *** ****INVOICE TOTAL****	76.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The Pl[illegible] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GROVE - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ______

DELIVERY TICKET

No. 24188

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143

☒ RENT ON ☐ OTHER ☐ SALE
DATE 7/2/86

ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 6/30/86	CUSTOMER ORDER NO. P.O.#950	
DELIVERED BY	SHIPPED VIA Plank Truck	WRITTEN BY Sharon 44	EQUIP. CHECKED OUT BY	POSTED BY (INV. ACCT.)
☐ PREPAID ☐ COLLECT	TERMS Net Due Rec.			

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	DAILY RENTAL	WEEKLY RENTAL	MONTHLY RENTAL	UNIT PRICE	EXTENSION
3	V2-88	Speed Shores	8.00	24.00	50.00		
2	HP-100	Hydraulic Pumps	7.00	19.00	52.00		
1	KT-48	Release Tool	2.00	6.00	16.00		
1	R-125	Mity Mite Pipe Tugger S/N-9526		200.00	450.00		
1	60"	Pulling Bar				N/C	
1	36"	Leg				N/C	
1	42"	Leg				N/C	
1	6"	Extension				N/C	
1	Universal	Target				N/C	
1	R-8152	Gradomat 9 Laser S/N-S01425	65.00	250.00	750.00		
1		Power Cord				N/C	
1	Set	Long Legs				N/C	
1	Set	Short Legs				N/C	
3		Leg Knobs				N/C	
1	10"	Target				N/C	
1	12"	Target				N/C	
1		Remote Servo Line				N/C	
1		Instrument Case				N/C	

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

Delibery Charge SUB-TOTAL	15.00
TAX	None
TOTAL	

YOU ARE RENTING TIME-WHETHER USED OR NOT. RETURN ON TIME IN ORIGINAL CONDITION AND AVOID ADDITIONAL CHARGES.

FIELD TICKET #20019

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Dan DATE 6/30/86 7:05
248-1941

Prime - Doug Coats
Owner - Oregon Highway Dept. -

OFFICE COPY

The [redacted] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GROVE - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ______

No. 24527

RECEIVING TICKET

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143 P.O.#950

☒ RENT OFF ☐ OTHER DATE 7/23/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/2/86	POSTED BY (INV. ACCT.)	
PICKED UP BY 4	RECEIVED VIA Plank Truck	WRITTEN BY Sharon	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT	☒ PARTIAL ☐ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
3	V2-88	Speed Shores	0	3		
2	HP-100	Hydraulic Pumps	0	2		
1	RT-48	Release Tool	0	1		
1	R-125	Mity Mite Pipe Tugger S/N-9526	1	0		
1	60"	Pulling Bar	1	0	N/C	
1	36"	Leg	1	0	N/C	
1	42"	Leg	1	0	N/C	
1	6"	Extension	1	0	N/C	
1	Universal	Target	0	1	N/C	

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
~~DEL~~/PICK-UP CHARGE	None
TOTAL	

VERIFIED BY (OFFICE) 44

REFER TO DELIVERY TICKET No. 24188

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Ted DATE 7/22/86 4:10

The [redacted] Co.

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GR[illegible]E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ____________________

No. 24528

RECEIVING TICKET

LESSEE:
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION:
PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143 P.O.#950

☒ RENT OFF ☐ OTHER DATE 7/23/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/2/86	POSTED BY (INV. ACCT.)
PICKED UP BY S.S.	RECEIVED VIA Plank Truck	WRITTEN BY Sharon	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT ☑ PARTIAL ☐ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
1	R-8152	Gradomat 0 Laser S/N-S01425	0	1		
1		Power Cord	0	1	N/C	
1	Set	Long Legs	0	1	N/C	
1	Set	Short Legs	0	1	N/C	
3		Leg Knobs	0	3	N/C	
1	10"	Target	0	1	N/C	
1	12"	Target	0	1	N/C	
1		Remote Servo	0	1	N/C	
1		Instrument Case	0	1	N/C	

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
DEL/PICK-UP CHARGE	None
TOTAL	

VERIFIED BY (OFFICE) 44

REFER TO DELIVERY TICKET No. 24188

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE ______________________ DATE ____________

The [redacted] Co.

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK G E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐

RECEIVING TICKET

No. 24571

LESSEE	DOUGLAS S. COATS, INC. P.O. Box 311 Bend, Oregon 97709	JOB LOCATION	PORTLAND, OREGON N.W. 26th & N.W. Front State Contract #10143 P.O.#950

☒ RENT OFF ☐ OTHER DATE 7/28/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/2/86	POSTED BY (INV. ACCT.)

PICKED UP BY	RECEIVED VIA Plank Truck	WRITTEN BY Sharon	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT	☒ PARTIAL ☐ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
3	V2-88	Speed Shores	0	1		
2	HP-100	Hydraulic Pump	0	2		
1	RT-48	Release Tool	0	1		
T 1	Universal	Target	0	1	N/C	
1	R-8152	Gradomat 9 Laser S/N-501425	1	0		
1		Power Cord	1	0	N/C	
1	Set	Long Legs	1	0	N/C	
1	Set	Short Legs	1	0	N/C	
3		Leg Knobs	1	0	N/C	
1	10"	Target	1	0	N/C	
1	12"	Target	1	0	N/C	
1		Remote Servo	1	0	N/C	
1		Instrument Case	1	0	N/C	

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

Lost on jobsite

1 #9-09025 Universal Servoline — Charge - $136.00

FIELD TICKET #19891

SUB-TOTAL	
TAX	None
XXX DEL/PICK-UP CHARGE	None
TOTAL	

VERIFIED BY (OFFICE) 4	REFER TO DELIVERY TICKET No. 24188

DO NOT WRITE BELOW THIS LINE

Damaged on jobsite

1 #2-03013 #5-Connector Cannon Socket - Charge - $28.90

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE ______________________ DATE ______________

The [redacted] *Co.*

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK G[redacted]E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐

RECEIVING TICKET

No. 24593

LESSEE: DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, Oregon 97709

JOB LOCATION: PORTLAND, OREGON
N.W. 26th & N.W. Front
State Contract #10143 P.O.#950

☒ RENT OFF ☐ OTHER
DATE 8/21/86
ACCOUNT NO. 70205
SALESMAN NO. 701
ORDER DATE 7/2/86
POSTED BY (INV. ACCT.)
PICKED UP BY SR
RECEIVED VIA Plank Truck
WRITTEN BY Sharon
EQUIP CHECKED IN BY
☐ PREPAID ☐ COLLECT
☒ PARTIAL ☐ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
3	V2-88	Speed Shores	1	2		
2	HP-100	Hydraulic Pump	0	2		
1	RT-48	REleased Tool	0	1		
1	Universal	Target	0	1	N/C	
		DAMAGED				
1	2CB-101-48A	Cyl Barrel (NEW STYLE) MODEL 88 w/wiper Guide				$110.00
1	2-PR-103-48	Piston Rod (MODEL 88)				$47.50
1	2-SP-305-1	Socket Pad				$22.50

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
DEL/PICK-UP CHARGE	3.00
TOTAL	

VERIFIED BY (OFFICE) 44
REFER TO DELIVERY TICKET No. 24188

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE ______________________ DATE ____________

The [illegible] Co.

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. • HAYWARD, CA. 94544
(415) 538-5989

☐ 8979 ELK GROVE - FLORIN ROAD • ELK GROVE, CA. 95624
(916) 486-1307

☒ 16800 VINEYARD RD. • MILWAUKIE, OREGON 97267
(503) 653-1455

☐ 700 FEEANA • PLACENTIA, CA. 92670
(714) 996-2801

☐ ______________________

RECEIVING TICKET

No. 24679

LESSEE		JOB LOCATION		
	DOUGLAS S. COATS, INC.		PORTLAND, OREGON	
	P.O. Box 311		N.W. 26th & N.W. Front	
	Bend, Oregon 97709		State Contract #10143	P.O.#950

☒ RENT OFF ☐ OTHER	ACCOUNT NO.	SALESMAN NO.	ORDER DATE	POSTED BY (INV. ACCT.)
DATE 12/5/86	70205	701	7/2/86	

PICKED UP BY	RECEIVED VIA	WRITTEN BY	EQUIP CHECKED IN BY		
SR	Plank Truck	Sharon		☐ PREPAID ☐ COLLECT	☒ PARTIAL ☐ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
2	V2-88	Speed Shores	0	2		
2	HP-100	Hydraulic Pumps	1	1		
1	RT-48	Release Tool	1	0		
1	Universal	Target	1	0	N/C	
		LOST ON JOBSITE				
1	RT-48	RELEASE TOOL			44.25	44.25
		WILL CREDIT ACCOUNT IF RETURNED				

Home Office:
8601 Gulf Freeway • P.O. Box 262591 • Houston, Texas 77207

SUB-TOTAL	
TAX	None
~~DEL~~/PICK-UP CHARGE	None
TOTAL	

VERIFIED BY (OFFICE)	REFER TO DELIVERY TICKET
SS	No. 24188

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Don Allen Ted Nutter DATE 12/8/86 8:28

The [redacted] Co.

SALES
SERVICE
RENTALS

☐ 29220 PACIFIC ST. ● HAYWARD, CA. 94544
(415) 538-5989
☐ 8979 ELK GF[illegible]E - FLORIN ROAD ● ELK GROVE, CA. 95624
(916) 486-1307
☒ 16800 VINEYARD RD. ● MILWAUKIE, OREGON 97267
(503) 653-1455
☐ 700 FEEANA ● PLACENTIA, CA. 92670
(714) 996-2801
☐ ______

No. 24954

RECEIVING TICKET

LESSEE	DOUGLAS S. COATS, INC. P.O. Box 311 Bend, Oregon 97709	JOB LOCATION	PORTLAND, OREGON N.W. 26th & N.W. Front State Contract #10143 P.O.#950

☒ RENT OFF ☐ OTHER DATE 12/18/86	ACCOUNT NO. 70205	SALESMAN NO. 701	ORDER DATE 7/2/86	POSTED BY (INV. ACCT.)
PICKED UP BY SS	RECEIVED VIA Punk Truck	WRITTEN BY Sharon	EQUIP CHECKED IN BY	☐ PREPAID ☐ COLLECT ☐ PARTIAL ☒ FINAL

QUANTITY ON RENT	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	QUANTITY PICKED UP	QUANTITY REMAINING	UNIT PRICE	EXTENSION
2	V2-88	Speed Shores	2	0		
1	HP-100	Hydraulic Pump	1	0		

Home Office:
8601 Gulf Freeway ● P.O. Box 262591 ● Houston, Texas 77207

SUB-TOTAL	
TAX	None
PICK-UP CHARGE	6.00
TOTAL	

VERIFIED BY (OFFICE) SS	REFER TO DELIVERY TICKET No. 24188

DO NOT WRITE BELOW THIS LINE

Customer's signature indicates that he has been given instructions on current methods of operation and safety practices. This Rental Agreement is subject to all the Terms and Conditions stated on the reverse side thereof.

CUSTOMER'S SIGNATURE Ted DATE 12/19/86

☐ **HOUSTON** – Main Office: (713) 944-9661
Service Office: (713) 944-9021
Texas Wats: (800) 382-2228
☐ **DALLAS** – Main Office: (214) 243-8216
☐ **SAN ANTONIO** – Main Office: (512) 684-7970
☐ **AUSTIN** – Main Office: (512) 251-9249
☐ OK.

The Plank *Co.*

RENTALS 9911 S.W. Barnes Rd
SALES Salem, OR
SERVICE 297-2847

FIELD TICKET

NO. 20019

ACCOUNT NO. SALESMAN NO. 701 ORDER DATE 7/2/86

SOLD TO:
Doug S. Coates (Coats), Inc.
P.O. Box 10830
Port. OR. 97210

DELIVERY LOCATION:
N.W. 26th & Front
Portland, OR.

☒ RENT ON 7/2/86 ☐ RENT OFF DATE ☐ OTHER ☐ SALE

[✓ DEL.] (OR) PICK UP BY SS

CUSTOMER ORDER NO.

SHIP VIA Plank Truck

PPD. COL.

TERMS Net Due Rec.

QUANTITY	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	UNIT PRICE	EXTENSION
			LESS	10%
3	UZ-88	Speed Shore		
2	HP-100	Hyd. Pump Can	mthly.	
1	RT-48	Release Tool	#119526 ↙	750.00
1	R-125	MityMite Pipe Puller	LESS 10%	675.00 mth.
1	60"	pulling Bar		
1	36"	Leg		
1	42"	Leg		
1	6"	extension		
1	R-8152	GM-9 S/N S01425		
1		power cord		
1	set	long legs		
1	set	short legs		
3		Leg Knobs		
1	Each	10" – 12" & Universal Targets		$15.00
1	Remote	Sewo line Instrument Case		

SUB-TOTAL

SALES TAX

TOTAL

Customer's Signature indicates that he has been given instructions on current methods of operation and safety practices.

"This Rental Agreement is subject to all the Terms and Conditions stated on the Reverse side thereof."

DELIVERY DATE 7/2/86

RECEIVED BY Dan Allen

HOME OFFICE

The Plank Company / Box 262591 / 8601 Gulf Freeway / Houston, Texas 77017 / (713) 944-9661

☐ HOUSTON – Main Office: (713) 944-9661
Service Office: (713) 944-9021
Texas Wats: (800) 382-2228
☐ DALLAS – Main Office: (214) 243-8216
☐ SAN ANTONIO – Main Office: (512) 684-7970
☐ AUSTIN – Main Office: (512) 251-9249
☐

The Plank Co.

RENTALS
SALES
SERVICE

FIELD TICKET

NO. 19891

ACCOUNT NO.
SALESMAN NO. 701
ORDER DATE 7-28-86

SOLD TO: Doug Coats

DELIVERY LOCATION: NW 26th + Front

RENT ON
☒ RENT OFF 7-28-86
☐ OTHER
☐ SALE

DH
5R

CUSTOMER ORDER NO.
SHIP VIA Plank Truck
PPD.
COL.
TERMS

QUANTITY	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	UNIT PRICE	EXTENSION
1	GM-9	Laser		
		R# 8152		
		S# 50145		
1 SET (3)		Long Legs		
1 SET (3)		Short Legs		
1 SET (3)		Leg Knobs		
1		Instrument Case		
1		Power Cord — Damaged		
1	10"	Target		
1	12"	Target		

Customer's Signature indicates that he has been given instructions on current methods of operation and safety practices.

"This Rental Agreement is subject to all the Terms and Conditions stated on the Reverse side thereof."

DELIVERY DATE Ted Nutt
RECEIVED BY
HOME OFFICE

SUB-TOTAL
SALES TAX
TOTAL

The Plank Company / Box 262591 / 8601 Gulf Freeway / Houston, Texas 77017 / (713) 944-9661

☐ HOUSTON – Main Office: (713) 944-9661
Service Office: (713) 944-9021
Texas Wats: (800) 382-2228
☐ DALLAS – Main Office: (214) 243-8216
☐ SAN ANTONIO – Main Office: (512) 684-7970
☐ AUSTIN – Main Office: (512) 251-9249
☐ OR.

The **Plank** *Co.*

RENTALS
SALES
SERVICE

FIELD TICKET

NO. 20165

ACCOUNT NO.
SALESMAN NO. 701
ORDER DATE 9/16/86

SOLD TO: Coats Const.

DELIVERY LOCATION: NW Front & 26th
Port - OR.

☐ RENT ON DATE ☐ RENT OFF DATE ☒ OTHER Exchange ☐ SALE

DEL. (OR) PICK UP BY	CUSTOMER ORDER NO.	SHIP VIA	PPD.	COL.	TERMS
33		Plank Truck			

QUANTITY	MODEL (OR) PART NO.	PRODUCT DESCRIPTION	UNIT PRICE	EXTENSION
1	U2-88	Speed Shore		
		N/C		

Customer's Signature indicates that he has been given instructions on current methods of operation and safety practices.

"This Rental Agreement is subject to all the Terms and Conditions stated on the Reverse side thereof."

DELIVERY DATE 9/16/86
RECEIVED BY Glen Stearn
HOME OFFICE

SUB-TOTAL	
SALES TAX	
TOTAL	

SALES COPY

INVOICE DATE	INVOICE NO.
8/07/86	139138

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company/8601 Gulf Freeway/Box 262591/Houston, Texas 77207/(713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE, OR. 97222

SOLD TO
DOUGLAS S COATS INC
PAGE 3

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR	SALESMAN	D.T./SALES ORDER NO	CUSTOMER ORDER NO	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24186	PO#950	7/02/86		6 NET UPON RECP

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO UNITS	NO DAYS	UNIT PRICE	AMOUNT
7/02/86	1			TEXAS TARGETS					
7/31/86			1	TEXAS TARGETS		1	30	.00M	.00
7/02/86	3			V-2-88 SHORE					
7/31/86			3	V-2-88 SHORE		3	30	50.00M	150.00
7/02/86	2			HP-100 PUMP					
7/31/86			2	HP-100 PUMP		2	30	52.00M	104.00
7/02/86	1			RT-48 RELEASE TOOL					
7/31/86			1	RT-48 RELEASE TOOL		1	30	16.00M	16.00
7/02/86	1			6IN EXTENSION					
7/23/86		1		6IN EXTENSION	C	1	22	.00M	.00
7/02/86	1			36IN TUGGER LEG					
7/23/86		1		36IN TUGGER LEG		1	22	.00M	.00

QUANTITY REMAINING ON HAND

ITEM COMPLETE ▲C

RECEIVED
AUG 18 1986
THE PLANK CO.

CONTINUED ON NEXT PAGE

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company/8601 Gulf Freeway/Box 262591/Houston, Texas 77207/(713) 944-9661

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

SALES COPY

INVOICE DATE	INVOICE NO.
8/07/86	139138

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE.OR. 97222

SOLD TO
DOUGLAS S COATS INC

PAGE 2

SHIP TO
PORTLAND. OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24188	PO#950	7/02/86		NET UPON RECEI

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO UNITS	NO DAYS	UNIT PRICE	AMOUNT
7/02/86	1			10IN TARGET					
7/28/86		1		10IN TARGET					
					C	1	27	.00M	.00
7/02/86	1			12IN TARGET					
7[illegible]8/86		1		12IN TARGET					
					C	1	27	.00M	.00
7/02/86	1			REMOTE SERVO LINE					
7/28/86		1		REMOTE SERVO LINE					
					C	1	27	.00M	.00
7/02/86	1			INSTRUMENT CASE					
7/28/86		1		INSTRUMENT CASE					
					C	1	27	.00M	.00
7/02/86	1			GM-9 LASER R-8152					
7/28/86		1		GM-9 LASER R-8152		1	27	750.00M	750.00

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲C

RECEIVED
AUG 18 1986
THE PLANK CO.

CONTINUED ON NEXT PAGE

SALES COPY

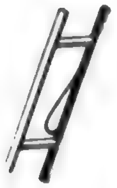
The **Plank** *Co.*

SALES
SERVICE
RENTALS

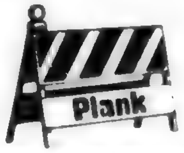
The Plank Company/8601 Gulf Freeway/Box 262591/Houston, Texas 77207/(713) 944-9661

INVOICE DATE	INVOICE NO.
8/07/86	139138

JH.



SPEED SHORE ALUMINUM HYDRAULIC SHORING



Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE.OR. 97222

SOLD TO

DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	DT/SALES ORDER NO	CUSTOMER ORDER NO.	DELIVERY DATE	F O B	TERMS
70205	5	701	24185	PO#950	7/02/86		NET UPON RECP

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
7/02/86	1			POWER CORD					
7/28/86		1		POWER CORD	C	1	27	.00M	.00
7/02/86	1			SET LONG LEGS					
7/28/86		1		SET LONG LEGS	C	1	27	.00M	.00
7/02/86	1			SET SHORT LEGS					
7/28/86		1		SET SHORT LEGS	C	1	27	.00M	.00
7/02/86	3			LEG KNOBS					
7/28/86		3		LEG KNOBS	C	3	27	.00M	.00

RECEIVED
AUG 18 1986
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

CONTINUED ON NEXT PAGE

SALES COPY

INVOICE DATE	INVOICE NO
8/07/86	139138

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company/8601 Gulf Freeway/Box 262591/Houston, Texas 77207/(713) 944-9661

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16900 S.E. VINEYARD MILWAUKIE,OR. 97222

SOLD TO
DOUGLAS S COATS INC
PAGE 4

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR	SALESMAN	D T/SALES ORDER NO	CUSTOMER ORDER NO	DELIVERY DATE	F O B	TERMS
70205	5	701	24185	PO#950	7/02/86		NET UPON RECPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
7/02/86	1			42IN TUGGER LEG					
7/23/86		1		42IN TUGGER LEG		1	22	.00M	.00
					C				
7/02/86	1			60IN TUGGER LEG					
7/23/86		1		60IN TUGGER LEG		1	22	.00M	.00
					C				
7/02/86	1			MITY MITE TUGGER R-125					
7/23/86		1		MITY MITE TUGGER R-125		1	22	450.00M	450.00
					C				
				DELIVERY CHARGES					15.00

Posted, TT
9-29-86
#10544
1,485.00

RECEIVED
AUG 18 1986

QUANTITY REMAINING ON HAND ▲

THE PLANK CO.

ITEM COMPLETE ▲

SUB TOTAL 1,485.00

*** THANK YOU ***

****INVOICE TOTAL**** 1,485.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION

SALES COPY

INVOICE DATE	INVOICE NO
9/05/86	142260

The **Plank** *Co.*

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 1689? S.E. VINEYARD MILWAUKIE, OR 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70?0F	5	701	2416?	[illegible]	7/3?/86		NET UPON RECPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO UNITS	NO DAYS	UNIT PRICE	AMOUNT
7/31/86			1	TEXAS TARGETS					
8/30/86			1	TEXAS TARGETS		1	30	.00M	.00
7/31/86			3	V-2-88 SHORE					
8/21/86		1		V-2-88 SHORE		3	21	50.00M	105.00
8/30/86			2	V-2-88 SHORE		2	9	50.00M	30.00
7/31/86			2	HP-100 PUMP					
8/30/86			2	HP-100 PUMP		2	30	52.00M	104.00
7/31/86			1	RT-48 RELEASE TOOL					
8/30/86			1	RT-48 RELEASE TOOL		1	30	16.00M	16.00
				PICK UP CHARGES					3.00

RECEIVED
OCT 08 1986

Paid 11-7-86 #10863 1,871.65

QUANTITY REMAINING ON HAND ▲

THE PLANK CO.

ITEM COMPLETE ▲

SUB TOTAL 258.00

*** THANK YOU ***

****INVOICE TOTAL**** 258.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

SALES COPY

INVOICE DATE	INVOICE NO.
10/06/86	144644

The Plank Co. SALES SERVICE RENTALS

The Plank Company / 8801 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 10800 S.E. VINEYARD MILWAUKIE, OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70806	5	701	24188	PO#930	7/02/86		[illegible]

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
8/30/86			1	TEXAS TARGETS					
9/29/86			1	TEXAS TARGETS		1	30	.00M	.00
8/30/86			2	V-2-88 SHORE					
9/29/86			2	V-2-88 SHORE		2	30	50.00M	100.00
8/30/86			2	HP-100 PUMP					
9/29/86			2	HP-100 PUMP		2	30	52.00M	104.00
8/30/86			1	RT-48 RELEASE TOOL					
9/29/86			1	RT-48 RELEASE TOOL		1	30	16.00M	16.00

RECEIVED
OCT 17 1986
THE PLANK CO.

Paid
12-22-86
ck# 11113
$1,236.00

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 220.00

*** THANK YOU *** ****INVOICE TOTAL**** 220.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION

The **Plank** *Co.*
SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262581 / Houston, Texas 77207 / (713) 944-9861

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

SALES COPY

INVOICE DATE	INVOICE NO
11/05/86	147[illegible]

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. [illegible] [illegible]

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
76205	5	Tech	2418	PO#950	7/0[illegible]/86		NET UPON RECEIPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO UNITS	NO. DAYS	UNIT PRICE	AMOUNT
9/29/86			1	TEXAS TARGETS					
10/29/86			1	TEXAS TARGETS					
9/29/86						1	30	.00	.00
10/29/86			2	V-2-88 SHORE					
			2	V-2-88 SHORE					
9/29/86						2	30	50.00	100.00
10/29/86			2	HP-100 PUMP					
			2	HP-100 PUMP					
9/29/86						2	30	52.00	104.00
10/29/86			1	RT-48 RELEASE TOOL					
			1	RT-48 RELEASE TOOL					
						1	30	16.00	16.00

RECEIVED
NOV 21 1986
PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 220.00

*** THANK YOU ***

****INVOICE TOTAL**** 220.00

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The **Plank** *Co.*
SALES SERVICE RENTALS
The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SALES COPY

INVOICE DATE	INVOICE NO.
12/05/86	150008

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Lites & Barricades — Lasers For Construction — Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE, OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24188	PO#950	7/02/86		NET UPON RECEIPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	[illegible]	[illegible]	UNIT PRICE	AMOUNT
10/29/86			1	TEXAS TARGETS					
11/28/86			1	TEXAS TARGETS		1	30	.00M	.00
10/29/86			2	V-2-88 SHORE					
11/28/86			2	V-2-88 SHORE		2	30	50.00M	100.00
10/29/86			2	HP-100 PUMP					
11/28/86			2	HP-100 PUMP		2	30	52.00M	104.00
10/29/86			1	RT-48 RELEASE TOOL					
11/28/86			1	RT-48 RELEASE TOOL		1	30	16.00M	16.00

RECEIVED
DEC 19 1986
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲ — ITEM COMPLETE ▲

SUB TOTAL 220.00

*** THANK YOU *** ****INVOICE TOTAL**** 220.00 ✓

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

The Plank Co.

SALES
SERVICE
RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9661

SALES COPY

INVOICE DATE	INVOICE NO.
12/25/86	151072

SPEED SHORE
ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE.OR. 97222

SOLD TO
DOUGLAS S COATS INC
PO BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24188	PO#950	7/02/86		NET UPON RECPT

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
11/28/86			1	TEXAS TARGETS					
12/05/86		1		TEXAS TARGETS		1	7	.00M	.00
					C				
11/28/86			2	V-2-88 SHORE					
12/18/86		2		V-2-88 SHORE		2	20	50.00M	67.00
					C				
11/28/86			2	HP-100 PUMP					
12/05/86		1		HP-100 PUMP		2	7	52.00M	23.92
12/18/86		1		HP-100 PUMP		1	13	52.00M	22.36
					C				
11/28/86			1	RT-48 RELEASE TOOL					
12/05/86		1		RT-48 RELEASE TOOL		1	7	16.00M	3.68
					C				

RECEIVED
JAN 08 1987
THE PLANK CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

CONTINUED ON NEXT PAGE

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

SALES COPY

INVOICE DATE	INVOICE NO.
12/25/86	151072

The **Plank** Co.

SALES SERVICE RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262891 / Houston, Texas 77207 / (713) 944-9661

SPEED SHORE ALUMINUM HYDRAULIC SHORING

Plank

Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE,OR. 9722

SOLD TO
DOUGLAS S COATS INC
PAGE 2

SHIP TO
PORTLAND, OREGON
N.W. 26TH & N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	2418	PO#950	7/02/86		NET UPON RECEI

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
				PICK UP CHARGES					6.00

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 122.96

RECEIVED
JAN 08 1987
THE PLANK CO.

** THANK YOU ** ** FINAL INVOICE ** ****INVOICE TOTAL**** 122.96

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

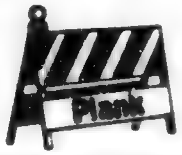
The Plank Co. SALES SERVICE RENTALS

The Plank Company / 8601 Gulf Freeway / Box 262591 / Houston, Texas 77207 / (713) 944-9881

SALES COPY

INVOICE DATE	INVOICE NO.
12/31/86	151482

SPEED SHORE ALUMINUM HYDRAULIC SHORING



Lites & Barricades

Lasers For Construction

Other Construction Equipment

MAIL REMITTANCES TO: THE PLANK CO. 16800 S.E. VINEYARD MILWAUKIE OR 97222

SOLD TO

DOUGLAS COATS INC.
P.O. BOX 311
710 S E FOGSTEN
BEND OR 97709

SHIP TO

PORTLAND, OREGON
N.W. 26TH $ N.W. FRONT
STATE CONTRACT #10143

ACCOUNT NO.	BR.	SALESMAN	D.T./SALES ORDER NO.	CUSTOMER ORDER NO.	DELIVERY DATE	F.O.B.	TERMS
70205	5	701	24188	p.o. #950	12/05/86		[illegible]

DATE	DEL.	PU	ON HAND	PRODUCT DESCRIPTION	C	NO. UNITS	NO. DAYS	UNIT PRICE	AMOUNT
	1			9-09025 UNIVERSAL SERVOLINE LOST CREDIT WILL BE ISSUED IF LOST EQUIPMENT IS RETURNED				136.00	136.00
	1			2-03013 #5 CONN. CANNON SOCKET WAS DAMAGED				28.90	28.90
	1			RT-43 RELEASE TOOL WAS LOST CREDIT WILL BE ISSUED IF LOST EQUIPMENT IS RETURNED				44.25	44.25
	1			2-CB-101-48 CYL BARREL W/WG 8 WAS DAMAGED				110.00	110.00
	1			2-PR-103-48 PISTON ROD 88 WAS DAMAGED				47.50	47.50
				2-SP-305-1 SOCKET PAD FOR CYL WAS DAMAGED				22.50	22.50

RECEIVED
JAN 09 1987
THE [illegible] CO.

QUANTITY REMAINING ON HAND ▲

ITEM COMPLETE ▲

SUB TOTAL 389.15 ✓

** THANK YOU **

****INVOICE TOTAL**** 389.15

A SERVICE CHARGE AT THE HIGHEST LEGAL RATE WILL BE CHARGED ON PAST DUE ACCOUNTS AND REASONABLE ATTORNEY'S FEES IF THIS ACCOUNT IS TURNED OVER FOR COLLECTION.

10,143

May 28, 1987

CON 5 - 10,143

REFA Erection, Inc.
P. O. Box 23724
Tigard, OR 97223-0115

We received a copy of your Notice of Claim on May 7, 1987, addressed to the Secretary of State and Douglas S. Coats, Inc. filed against the following Highway Division contract:

FILED BY:	REFA Erection, Inc.
AMOUNT:	$5,503.15 retention and $1,322.88 escalation costs for the sum of $6,826.03 plus interest from 1-23-87.
FOR:	Labor and equipment
AGAINST (PRIME CONTRACTOR)	Douglas S. Coats, Inc.
CONTRACT NO.:	10,143
PROJECT:	NW Front Ave.-NW Yeon Ave. Connection (Portland) Section, NW 26th Ave., Multnomah County
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp and McKinley Ins. Agency

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

FKN:slp

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance Agency
P. O. Box 1357
Eugene, OR 97440

NOTED ON CARD
5-28-87 olp

bc: Bryant Jackmond

(REFA) REFA ERECTION INC.
P.O. Box 23724 Tigard, Oregon 97223-0115 PHONE 503/684-1158

NOTICE OF CLAIM

TO: Secretary of State of State of Oregon, Oregon State Highway Department
and Douglas S. Coats, Inc.

NOTICE is hereby given that the undersigned, REFA ERECTION, INC., has a claim for labor and equipment in erecting steel components in the sum of $5,503.15 retention and $1,322.88 escalation costs for the sum of $6,826.03 plus interest from January 23, 1987 at the contract rate against the bond taken from Transamerica Insurance Company, surety, for the work of S.W. Front and Yeon Bridge, Oregon State Department of Transportation Contract No. 10143. Such labor and equipment was supplied to Douglas S. Coats, Inc., the prime contractor on the project.

REFA ERECTION, INC.

By;

REFA ERECTION, INC.
PO Box 23724
Tigard, OR 97223
Phone: (503) 684-1158

RECEIVED
MAY 7 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Transamerica Insurance Company
c/o Tromp & McKinley
Box 1357
Eugene, OR 97401

(REFA) REFA ERECTION INC.
P.O. Box 23724 Tigard, Oregon 97223-0115 PHONE 503/684-1158

May 5, 1987

Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Attention: Doug Coats

Reference: NW Front/NW Yeon
Our Job No. 1954
Transmittal No. 04

Subject: Notice of Claim

Gentlemen:

Enclosed is a copy of a "Notice of Claim" which we are filing with the Secretary of State for amounts still owed.

This notice of claim is given to protect our rights. Please advise by return mail as to when all funds will be received by REFA ERECTION, INC.

Very truly yours,

Rex D. Smith
General Manager

RDS:cj

Enclosures

cc: Secretary of State
Oregon State Highway Department
Transamerica Insurance Company

RECEIVED
MAY 7 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 28, 1987

Riedel International, Inc. dba
Western Pacific Constrn. Materials Co.
3510 S.W. Bond
Portland, OR 97201

CON 5 - 10,143

Attention: Ralph Mauro
Assistant Treasurer

We have received your Notice of Claim dated May 7, 1987, filed against the following Highway Division contract:

FILED BY: Riedel International, Inc. dba Western Pacific Constrn. Materials Co.

AMOUNT: $127,468.44 plus interest

FOR: Delivery and sale of materials

AGAINST (PRIME CONTRACTOR) Douglas S. Coats, Inc.

CONTRACT NO.: 10,143

PROJECT: NW Front Ave.-NW Yeon Ave. Connection (Portland) Section, NW 26th Ave., Multnomah County

SURETY: Transamerica Insurance Co.

AGENT: Tromp and McKinley Ins. Agency

Under Oregon law, you will need to file this claim direct with the Secretary of State and the prime contractor. The Secretary of State's address is 143 Capitol Building, Salem, OR 97310. We will advise the surety of the receipt of this claim.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

NOTED ON CARD
5-28-87 slp

Fran Neavoll
COMMISSION SERVICES

Attachment
FKN:slp

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance Agency
P. O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF BOND CLAIMS

The undersigned submits the following claim against bond of contractor:

TO: Oregon Department of Transportation
Commission Services
121 Transportation Bldg.
Salem, OR 97310

RE: Douglas S. Coats, Inc.
OSHD Job Number: 10,143
Job Name: N. W. Front Ave. - N. W. Yeon Ave. Connection (Portland) Section of N. W. 26th Avenue in Multnomah County

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement and supplied at the request of Douglas S. Coats, Inc., in the sum of $127,468.44, together with interest at the contract rate from May 1, 1987, to date of payment, against the bond taken from Douglas S. Coats, Inc. and Transamerica Insurance Co. for the work of N. W. Front Ave. - N. W. Yeon Ave. Connection, said improvements being in the City of Portland, County of Multnomah, State of Oregon

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction Materials Co., a division)

By ______________________
Ralph Mauro, Assistant Treasurer

Date: May 7, 1987

RECEIVED
MAY 8 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

LONGVIEW CONCRETE CO.
PIONEER CONSTRUCTION MATERIALS CO.
RIEDEL ALASKA, INC.
UPPER COLUMBIA RIVER CONSTRUCTION CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

10 173

February 20, 1987

Fought & Company, Inc.
P.O. Box 23759
Tigard, OR 97223-0015

CON 5 - #10,143

We received on January 21, 1987, your Notice of Claim against the following Highway Division contract:

FILED BY:	Fought & Company, Inc.
AMOUNT:	$51,211 plus interest
FOR:	Labor and materials
AGAINST (Prime contractor)	Douglas S. Coats, Inc.
CONTRACT NO.:	10,143
PROJECT:	NW Front Ave.-NW Yeon Avenue Connection (Portland)
SURETY:	Transamerica Insurance Co.
AGENT:	Larry C. Buck, Tromp & McKinley

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
700 NE Multnomah
Portland, OR 97232

Larry C. Buck, Tromp & McKinley
P.O. Box 1357
Eugene, OR 97401

bbc: O. B. Jackmond

Fought & Company Inc.
14255 S.W. 72nd AVENUE P.O. BOX 23759 TIGARD, OREGON 97223-0115
503/639-3141 TELEX 15-1143

NOTICE OF CLAIM

TO: Secretary of State of State of Oregon, Oregon State Highway Department and Douglas S. Coats, Inc.

NOTICE is hereby given that the undersigned, FOUGHT & CO., INC., has a claim for materials and labor for the supply of steel components in the amount of $39,682.00 retention and $11,529.00 additional work, for the sum of $51,211.00 plus interest from November 1, 1986 at the contract rate against the bond taken from Transamerican Insurance Company, surety, for the work of S.W. Front and Yeon Bridge, Oregon State Department of Transportation Contract No. 10143. Such labor and materials were supplied to Douglas S. Coats, Inc., the prime contractor on the project.

FOUGHT & CO., INC.

By: ____________________
FOUGHT & CO., INC.
PO Box 23759
Tigard, Oregon 97223-0115
Phone: (503) 639-3141

cc: Transamerican Insurance Company
c/o Tromp & McKinley
Box 1357
Eugene, OR 97401

RECEIVED
JAN 2 1 1987
COMMISSION SE CES
DEPARTMENT OF TRANSP

Fought & Company Inc.

14255 S.W. 72nd AVENUE P.O. BOX 23759 TIGARD, OREGON 97223-0115
503 639-3141 TELEX 15-1143

January 20, 1987

Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Attention: Doug Coats

Reference: NW Front/NW Yeon
Our Job No. 1954
Transmittal No. 25

Subject: Notice of Claim

Gentlemen:

Enclosed is a copy of a "Notice of Claim" which we are filing with the Secretary of State for amounts still owed.

Very truly yours,

Rex D. Smith
Contracts Manager

RDS:ph
Enclosures
cc: Secretary of State
    Oregon State Highway Department
    Transamerican Insurance Company

RECEIVED
JAN 21 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STEEL FABRICATORS

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
MAR 18 '87
REFER TO Medrickson
FOR
Info Inves R/D D/R

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Jerry Street and Marion Craft; OSHD

DATE OF INSPECTION 1/28/87	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	PROJECT NO. IX-9301(2)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 72 %	WORK COMPLETED 60 %

N. W. FRONT AVE. - N. W. YEON AVE. CONNECTION
N. W. 26TH AVENUE
Grade, Pave, Structure, Signing, Illumination & Traffic Signals

Scope of Inspection:

The purpose of this inspection was to generally review the status of the project and to review test records.

Work Complete and in Progress:

Grading is 90% complete, base is 83% complete, paving is 18% complete, signals are 35% complete, the structure is 77% complete and illumination is 30% complete. 1400 feet of the 1600 foot bridge deck has been poured. Work in progress during this inspection included:

... Finishing details in preparation for the last 200 foot deck pour.
... Excavation work on the 26th Ave. cul-de-sac.
... Electricians working on traffic signals.
... A utility conduit being jacked under Front Ave.

NOTED
V. E. SCHWART

Comments:

... A review of concrete test records indicated no failing strengths for 3300 and 4000 psi concrete which was incorporated into the substructure. Of the 1870 cy of 4500 psi deck concrete, only one test representing approximately 90 cy failed at 4240 psi.

... A price agreement was prepared to substitute closed-end pipe pile in lieu of H piles with the concurrence of the Bridge Section at a cost savings of approximately $67,000.

... A ± $20,000 price agreement is in the process of being prepared involving Pot Bearings which serve as the bearing device upon which precast beams rest. Since the beams set on such a steep grade it was necessary to incorporate a restraining device into the bearing assembly to keep the beams from rolling off the bearing device.

... The only traffic control observed during this inspection involved two-way traffic being maintained on the completed Front Ave. westbound lanes. The traffic control devices were observed to be in a satisfactory state of maintenance and traffic redirection operated smoothly and without delay.

Form FHWA-1446A
(Rev. 2-84)

1985 Tunnel #1-Audubon Soceity 10,144
Bldg. Sec. of NW Cornell Rd. W. Portl,
(Grading, paving & structure)

C+A 8192 9-24-84

10,144

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10/02/90

COUNTY: Multnomah AGREEMENT NO.: 8192 PROJECT NO.: BRM-9022(12)

CONTRACT NO. 10144 SECTION: Audubon Society - Tunnel No. 1

Preliminaty Engineering Prefix: C726-1969

	Participating	Nonparticipatin
Project Manager	$ 739.35	$
Final Design	1,174.76	
Bridge Design	2,060.74	496.45
Utility Liaison	128.84	
Location	8.34	
Program Section	161.36	
Specifications	3,695.44	
Environmental Studies	837.86	
Base Design	351.74	
Payment to County	76,935.45	
TOTAL PE COST	$ 86,093.88	$ 496.45

Construction Prefix: C10144

Payment to Contractor	$ 1,780,786.75	$ 32,282.53
Permanent Striping (Co.)	3,040.83	
Roadside Seeding (Co.)	3,485.00	
EEO Monitoring (Co.)	1,108.40	
County Furnished Steel	259,110.40	
Interest on Final Payment		44.45
Payment to County Eng.	287,370.89	34,656.93
Audit Cost	268.22	2.66
Construction Branch	2,289.15	
Field Engineering	11,310.00	
Technical Services	5,009.66	5,427.97
Materials Testing		36,299.55
TOTAL CONSTRUCTION COST	$ 2,353,779.30	$ 108,714.09

- over

Summary

Participating P.E. Cost	$ 86,093.88
Participating Construction Cost	2,353,779.30
TOTAL PARTICIPATING COST	$ 2,439,873.18

Federal Funds

P.E. (80%)	$ 68,875.11	
Const. (80%)	1,883,023.44	-1,951,898.55
SUBTOTAL		$ 487,974.63
Less State Share of Construction Only		-235,377.93
Plus Nonparticipating Cost		109,210.54
Less County Match on PE		-15,387.05
Less County Match Const. Eng.		-32,202.78
Const. AD #85-116	$ 127,000.00	
Const. AD #85-132	77,000.00	-204,000.00
BALANCE DUE FROM COUNTY		$ 110,217.41

MKS:pf

mike.14

10,144

7-4-90

```
RT NO: FMBL815-1                      OREGON DEPARTMENT OF TRANSPORTATION                                              PAGE  4467
                                              HIGHWAY DIVISION                                           RUN 07/04/90  0:14
                                           SUMMARY BILLING REPORT

                                                               -------------EXPENDITURE TOTAL--------   ---------BILLING---
                                                               FHWA PARTICIPATING    NON-PARTICIPATING       CALCULATIONS

HIGHWAY DIVISION
                                           EXPENDITURE TOTAL   1,230,665,940.42  +   89,994,160.39  = 1,320,465,546.01
                        LESS: DEFERRED COST                                                                         0.00
                                                                                                       ----------------
           EXPENDITURE TOTAL LESS DEFERRED COST:                                                       1,320,465,546.01
                                    EXCESS CE:        1,984,276.50                                         1,984,276.50
                                                                                                       ----------------
              EXPENDITURE TOTAL LESS EXCESS CE:                1,228,488,109.12  +   89,994,160.39  = 1,318,482,269.51
                                                                                                       ================
    FHWA AUTHORIZED AMOUNT:  1,141,661,872.79
    FHWA SHARE                                                 1,011,457,015.03                     = 1,011,457,015.03
    LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  995,350,052.43
    LESS: FHWA ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                                 [illegible]
    LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                   14,800,129.62
                                                                                                       ----------------
    FHWA CURRENT BILLING AMOUNT                                                                              616,897.02
                                                                                                       ================

    ESTIMATED  AMOUNT: 45,816,350,674.33
    AUTHORIZED AMOUNT:  9,158,936,739.09
    CUSTOMER SHARE                                               105,063,216.75  +   39,096,272.11  =    144,159,488.86
    LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                              138,269,469.35
    LESS: CUSTOMER ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                               360,550.59
    LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                5,036,531.09
                                                                                                       ----------------
    CUSTOMER CURRENT BILLING AMOUNT                                                                          493,938.83
                                                                                                       ================
```

pursued by DOJ claims section

i.e. not billed

FMBL824
Fed. Projects
local
share

10,144

4-7-89

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**	STATE VOUCHER NO. FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY *(For use of Paying Office)*
ADDRESS Capitol Building Salem, Oregon 97310	

STATE Oregon	VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 6/28/85 TO 4/07/89	☐ OTHER PROGRESS ☒ FINAL VOUCHER (*)
		FEDERAL AID PROJECT NO. BRM 9022(12)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$2,462,493.39	$2,353,779.30	80%	$1,883,023.44	$1,883,023.44	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon		

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	AUDOBON SOCIETY BUILDING - TUNNEL # 1 SECTION CORNELL ROAD MULTNOMAH COUNTY					
	CONSTRUCTION TYPE CODE I000 ROADWAY (STA. 19 + 00 to 40 + 50)					
	Final Contract Payment Summary	Lump Sum			$1,690,797.41	✓
SFO # 2	Permanent Pavement Striping (Multnomah Co)	All Required			$ 3,040.83	✓
SFO # 3	Roadside Seeding & Mulching (Multnomah Co)	All Required			$ 3,485.00	✓
SFO # 4	EEO/Labor Compliance Monitoring (Multnomah Co)	All Required			$ 1,108.40	✓
	TOTAL I000				$1,698,431.64	
	TYPE CODE X031 STRUCTURES (BR. # 11037A, # 11039A, # 11040A & # 11041A) (# 51C35A VIADUCT)(#51C36A VIADUCT)					
	Final Contract Payment Summary	Lump Sum			$ 88,989.34	✓
SFO # 1	County Furnished Structural Steel (Multnomah County)	All Required			$ 259,110.40	✓
	TOTAL X031				$ 348,099.74	✓
	TOTAL CONSTRUCTION				$2,046,531.38	
	CONSTRUCTION ENGINEERING					
	Final Contract Payment Summary	Lump Sum			$ 1,000.00	✓
	State				$ 18,608.81	
	Work Done by Multnomah Co.	All Required			$ 287,370.89	
	TOTAL CONSTRUCTION ENGINEERING				$ 306,979.70	
	MISCELLANEOUS PROJECT COSTS					
	Audit Costs	All Required			$ 268.22	
	TOTAL PARTICIPATING COSTS				$2,353,779.30	
	NON-PARTICIPATING COSTS					
	Audit Expense	all Required			2.66	✓
	Final Contract Payment Summary	Lump Sum			$ 32,282.53	
	Interest on Vendor Payments	All Required			$ 44.45	
	Construction Engineering (State)	All Required			$ 41,727.52	
	Construction Engineering (Multnomah Co)	All Required			$ 34,656.93	
	NON-PARTICIPATING COSTS				$ 108,714.09	
	TOTAL PROJECT COSTS				$2,462,493.39	
	"Audit Conducted, any adjustments necessary have been made."					
	AMOUNT CARRIED FORWARD					

```
PAGE     1

                        JOB COST SUMMARY RUN ON  09-26-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 09/22/90
                           FOR EXPENDITURE ACCOUNT C10144
                                             CREW   MSA             CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH             DATE
--         ------ -------- ---------- ------ -----            -------        ----------
C10144     000    010      001        0521                                        10.09
C10144     000    010      001        0813                                       764.16
C10144     000    010      001        0814                                       257.49
C10144     000    010      001        0821                                       220.46
C10144     000    010      001        0830                                       126.86
OBJ-DETAIL 001                                                                 1,379.06

C10144     000    010      030        0813                                        51.46
OBJ-DETAIL 030                                                                    51.46

C10144     000    010      134        1000                                         9.37
OBJ-DETAIL 134                                                                     9.37

ACTIVITY   010                                                                 1,439.89 SUBTOTAL

C10144     000    050      001        0500                                       132.97
OBJ-DETAIL 001                                                                   132.97

ACTIVITY   050                                                                   132.97 SUBTOTAL

C10144     000    286      001        0812                                        78.57
OBJ-DETAIL 001                                                                    78.57

C10144     000    286      230        0500                                       770.69
OBJ-DETAIL 230                                                                   770.69

ACTIVITY   286                                                                   849.26 SUBTOTAL

C10144     000    899      130        8200                                        17.46
C10144     000    899      130        8215                                        25.00
C10144     000    899      130        9997                                        96.26
OBJ-DETAIL 130                                                                   138.72

C10144     000    899      136        0500                                        10.16
OBJ-DETAIL 136                                                                    10.16

C10144     000    899      504        1000                                       109.98
C10144     000    899      504        7200                                     1,097.04
OBJ-DETAIL 504                                                                 1,207.02

C10144     000    899      550        8213                                       177.00
C10144     000    899      550        8215                                     2,680.90

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  09-26-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 09/22/90
                           FOR EXPENDITURE ACCOUNT C10144

                                            CREW   MSA         CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----         -------      ----------
OBJ-DETAIL 550                                                            2,857.90

C10144    000    899      555        0521                                    60.61
C10144    000    899      555        0531                                     9.23
OBJ-DETAIL 555                                                               69.84

ACTIVITY    899                                                           4,283.64 SUBTOTAL

C10144    000    900      001        1083                                 3,820.31
C10144    000    900      001        1094                                   754.28
C10144    000    900      001        5000                                   141.42
C10144    000    900      001        7420                                    87.04
C10144    000    900      001        8029                                 1,558.95
C10144    000    900      001        8036                                   664.36
OBJ-DETAIL 001                                                            7,026.36

C10144    000    900      030        8036                                    59.92
OBJ-DETAIL 030                                                               59.92

C10144    000    900      032        8029                                    27.38
OBJ-DETAIL 032                                                               27.38

C10144    000    900      130        9997                                    90.70
OBJ-DETAIL 130                                                               90.70

C10144    000    900      134        1000                                    10.57
OBJ-DETAIL 134                                                               10.57

C10144    000    900      470        1000                                   292.30
OBJ-DETAIL 470                                                              292.30

C10144    000    900      550        1000                                    19.80
C10144    000    900      550        1094                                    36.80
C10144    000    900      550        8029                                    37.20
OBJ-DETAIL 550                                                               93.80

C10144    000    900      598        0523                               -41,325.81
OBJ-DETAIL 598                                                          -41,325.81

ACTIVITY   900                                                          -33,724.78 SUBTOTAL

C10144    000    901      001        7420                                   753.15
C10144    000    901      001        7430                                 5,395.28

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

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PAGE     3

                        JOB COST SUMMARY RUN ON  09-26-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 09/22/90
                          FOR EXPENDITURE ACCOUNT C10144

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C10144   000    901      001        7450                                226.27
C10144   000    901      001        7460                                 66.71
OBJ-DETAIL 001                                                        6,441.41

C10144   000    901      504        7430                              2,497.40
OBJ-DETAIL 504                                                        2,497.40

ACTIVITY   901                                                        8,938.81 SUBTOTAL

C10144   000    920      001        0631                                120.66
OBJ-DETAIL 001                                                          120.66

ACTIVITY   920                                                          120.66 SUBTOTAL

C10144   000    927      555        0521
OBJ-DETAIL 555

ACTIVITY   927                                                                 SUBTOTAL

C10144   000    940      001        8213                              2,323.59
C10144   000    940      001        8214                              8,900.60
C10144   000    940      001        8215                              5,408.27
C10144   000    940      001        8221                                 15.76
OBJ-DETAIL 001                                                       16,648.22

C10144   000    940      030        8213                                 20.38
C10144   000    940      030        8214                                208.71
C10144   000    940      030        8215                                350.89
OBJ-DETAIL 030                                                          579.98

C10144   000    940      032        8214                                 27.65
OBJ-DETAIL 032                                                           27.65

C10144   000    940      548        8215                                 47.60
OBJ-DETAIL 548                                                           47.60

C10144   000    940      550        8213                                115.70
C10144   000    940      550        8215                                294.90
OBJ-DETAIL 550                                                          410.60

C10144   000    940      551        1000                                 56.50
C10144   000    940      551        1094                                458.00
C10144   000    940      551        8051                                 16.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                        JOB COST SUMMARY RUN ON  09-26-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 09/22/90
                          FOR EXPENDITURE ACCOUNT C10144
                                     CREW   MSA                              
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       CURRENT     BALANCE TO
                                                        MONTH         DATE
--       ------ -------- ---------- ------ -----       -------     ----------
C10144   000    940      551        8213                                 198.00
C10144   000    940      551        8214                               3,946.00
C10144   000    940      551        8215                              10,973.00
C10144   000    940      551        9997                               2,938.00
OBJ-DETAIL 551                                                        18,585.50

ACTIVITY   940                                                        36,299.55 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                               18,340.00

C10144   001    201      349        1010                                  44.45
OBJ-DETAIL 349                                                            44.45

ACTIVITY   201                                                            44.45 SUBTOTAL

C10144   001    286      230        0500                                 285.71
OBJ-DETAIL 230                                                           285.71

ACTIVITY   286                                                           285.71 SUBTOTAL

C10144   001    900      598        0523                              41,325.81
OBJ-DETAIL 598                                                        41,325.81

ACTIVITY   900                                                        41,325.81 SUBTOTAL

C10144   001    940      551        9997                                 116.00
OBJ-DETAIL 551                                                           116.00

ACTIVITY   940                                                           116.00 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                               41,771.97

C10144   010    899      300        1010                                 466.40
OBJ-DETAIL 300                                                           466.40

C10144   010    899      302        R
OBJ-DETAIL 302

ACTIVITY   899                                                           466.40 SUBTOTAL

C10144   010    900      598        9901                              34,292.79
OBJ-DETAIL 598                                                        34,292.79


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                    JOB COST SUMMARY RUN ON  09-26-90
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 09/22/90
                     FOR EXPENDITURE ACCOUNT C10144

                                           CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY   900                                                          34,292.79 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                 34,759.19

C10144   011     010       001        0521                                 10.09
OBJ-DETAIL 001                                                             10.09

ACTIVITY   010                                                             10.09 SUBTOTAL

[redacted]

ACTIVITY   040                                                          [redacted]

C10144   011     050       001        0500                                 91.32
C10144   011     050       001        0570                                 45.66
OBJ-DETAIL 001                                                            136.98

C10144   011     050       008        0570                                   .93
OBJ-DETAIL 008                                                               .93

ACTIVITY   050                                                            137.91 SUBTOTAL

C10144   011  [redacted]
OBJ-DETAIL 341

ACTIVITY   139                                                          [redacted]

C10144   011  [redacted]                                                [redacted]
C10144   011
OBJ-DETAIL 341                                                          [redacted]

ACTIVITY   140                                                          [redacted]

C10144   011     201       300        1010                              46,444.74
OBJ-DETAIL 300                                                          46,444.74

C10144   011     201       302        R
OBJ-DETAIL 302

ACTIVITY   201                                                          46,444.74 SUBTOTAL

C10144   011     899       001        0515                                  9.18

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      6

                         JOB COST SUMMARY RUN ON  09-26-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 09/22/90
                           FOR EXPENDITURE ACCOUNT C10144

                                            CREW    MSA         CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--         ------ -------- ---------- ------ -----        -------         ----------
C10144     011    899      001        0521                                     37.35
OBJ-DETAIL 001                                                                 46.53

C10144     011    899      130        1000                                     49.79
OBJ-DETAIL 130                                                                 49.79

C10144     011    899      199        1010                                     95.21
OBJ-DETAIL 199                                                                 95.21

C10144     011    899      299        1010                               [redacted]
OBJ-DETAIL 299

C10144     011    899      300        1010                              1,734,342.01
OBJ-DETAIL 300                                                          1,734,342.01

C10144     011    899      302        R
C10144     011    899      302        1010   SF01
OBJ-DETAIL 302

C10144     011    899      341        1010   SF01                         259,110.40
OBJ-DETAIL 341                                                            259,110.40

ACTIVITY    899                                                         2,008,974.38 SUBTOTAL

C10144     011    900      130        1000                                     37.24
C10144     011    900      130        9997                                     13.13
OBJ-DETAIL 130                                                                 50.37

C10144     011    900      341        1010                               [redacted]
OBJ-DETAIL 341

C10144     011    900      598        9901                                -34,292.79
OBJ-DETAIL 598                                                            -34,292.79

ACTIVITY    900                                                           -31,774.65 SUBTOTAL

C10144     011    901      001        0521                                      8.74
OBJ-DETAIL 001                                                                  8.74

C10144     011    901      341        1010                               [redacted]
OBJ-DETAIL 341

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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(82.70)

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                                        JOB COST SUMMARY RUN ON  09-26-90
                                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                             PAYROLL CHARGES ARE LOADED
                                         CHARGES ARE CURRENT TO 09/22/90
                                          FOR EXPENDITURE ACCOUNT C10144
                                            CREW    MSA            CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--        ------ -------- ---------- ------ -----          -------         ----------
ACTIVITY   901
                                                                           304,321.05 SUBTOTAL

C10144    011     927       555         9901
OBJ-DETAIL 555                                                                   2.90
                                                                                 2.90

ACTIVITY   927
                                                                                 2.90 SUBTOTAL

C10144    011     990       001         0515
C10144    011     990       001         0521                                    18.36
OBJ-DETAIL 001                                                                  37.09
                                                                                55.45

ACTIVITY   990
                                                                                55.45 SUBTOTAL

SUB-JOB    011 SUBTOTAL
                                                                         2,335,806.10

C10144    012     927       555         0521
C10144    012     927       555         9901                                     2.90
OBJ-DETAIL 555                                                                  -2.90

ACTIVITY   927
                                                                                      SUBTOTAL

SUB-JOB    012 SUBTOTAL

C10144    020     899       300         1010
OBJ-DETAIL 300                                                              31,816.13
                                                                            31,816.13

C10144    020     899       302         R
OBJ-DETAIL 302

ACTIVITY   899
                                                                            31,816.13 SUBTOTAL

SUB-JOB    020 SUBTOTAL
                                                                            31,816.13
EA         C10144 TOTAL
                                                                         2,462,493.39

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED STATE HWY ENGR
APR 10 '89
~~ASSIGNED TO~~ Husby
FOR

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 4/4/89	REPORT MADE BY Christine Canham, Highway Engineer Trainee		PROJECT NO. 4-13 BRM-9022(12)
COMPLETION DATE (Actual) 11/4/86	ACCEPTANCE DATE BY CONRTACT AGENCY January 23, 1989	TIME ELAPSED 100 %	CONTRACT TIME 330 Calendar Days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TUNNEL 1 - AUDUBON SOCIETY BUILDING
N. W. CORNELL ROAD
Grading, Paving, Structures

This project provided for the construction of 4 bridges, a retaining wall and modification of 2 concrete half viaducts. Approaches were reconstructed to provide two 12-foot travel lanes with 4-foot paved shoulders.

Hamilton Construction Co. was awarded the contract on December 2, 1985. Work began March 1, 1986 and was completed in 249 calendar days.

The final cost of this project overran the original project estimate by 7.6%. A net increase in bid item costs, price agreements and contract claims largely contributed to the increased cost of the project.

Rock anchors, foundation drilling, and driving pile all overran because suitable material was not encountered at the depth anticipated in the plans. The final quantities for these items were an average of 50% over the original estimated amount.

A $46,284 claim was paid to the contractor based on complications encountered when drilling depth exceeded the anticipated plan depth. A $18,327 price agreement was prepared to cover the costs of supplying backfill material and disposing of unsuitable material encountered, originally thought acceptable for the bridge approaches. These two items contributed 40% of the cost overrun.

All physical construction and materials incorporated into this project appear to be in substantial conformance with the plans and specifications. A final inspection of this project was made on 11/6/86.

- CC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Christine Canham		SIGNATURE	
TITLE Highway Engineer Trainee	DATE 4-7-89	TITLE District Engineer	DATE 4/7/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1) On October 6, 1988, approved an agreement with City of Myrtle Creek to provide assistance in traffic control devices for improving the operation and safety of the road system. (Approved by Duane Christensen for State Highway Engineer.)

2) On December 13, 1988, approved a utility relocation agreement with the Deschutes Reclamation and Irrigation Company providing for the reconstruction of irrigation facilities on the Redmond-Bend (South Unit) Section of The Dalles-California Highway in Deschutes County.

3) On December 22, 1988, signed a personal service contract with CRS Sirrine, Inc., to conduct Access Oregon Highways Corridor Studies at a cost of $100,000. The study will begin upon Executive Department approval and terminate on October 30, 1989. (Approved by Transportation Commission on May 17, 1988.)

4) On December 22, 1988, approved a personal service contract with Gossard-Pyron Associates for a two-phase project on team building and development for all Region 5 employees at a cost not to exceed $8,000. Time Period: January 10, 1989, to June 30, 1989.

5) On December 22, 1988, signed Supplemental Agreement No. 3 with Howard, Needles, Tammen and Bergendoff for preliminary engineering services on the I-5 @ Highway 217/Kruse Way Interchange of the Pacific Highway in Clackamas and Washington Counties. This supplement adjusts the contract time from 460 to 730 calendar days. (Original agreement approved by Transportation Commission on July 22, 1986.)

6) On December 22, 1988, approved an intergovernmental service agreement with Jim Burrows, Clackamas Community College, for 12 hours of instruction in pruning for Region I covering the period of January 1, 1989, to February 28, 1989, at a cost not to exceed $950.

7) On December 23, 1988, approved a joint funding agreement with US Department of Interior, Geological Survey, Water Resources Investigations, to conduct a study to obtain hydraulic and streambed data in the Alsea River estuary at a cost of $56,600. Completion date is September 30, 1989. (There was a previous joint funding agreement in the amount of $53,900 for the period February 23, 1988, to September 30, 1988. An interagency agreement was approved by the Transportation Commission on April 19, 1988, for the total of $110,500 to be completed September 30, 1989.)

8) On December 27, 1988, approved a Memorandum of Agreement between the Public Utility Commission and the Highway Division pertaining to commercial vehicle inspections for the period October 1, 1988, to September 30, 1989, at no cost to the Division.

9) On January 4, 1989, signed Supplemental Agreement No. 1 with Koch, Sacks, Whittaker, Aanderud Architects to provide design for remodeling of the Highway Materials Laboratory Building in Salem. This supplement adjusts the work schedule and increases the total contract amount from $94,975 to $97,715. (Original agreement approved by the Transportation Commission on April 19, 1988.)

10) On January 13, 1989, approved an increase in project authorization on the Tunnel No. 1-Audubon Society Building Section of NW Cornell Road in Multnomah County (Contract No. 10,144), in the amount of $280,000 or 13.2 percent.

11) On January 13, 1989, approved a personal service contract with William F. Ventry for a Value Engineering Workshop to be held March 6 - 10, 1989, at a cost not to exceed $8,000.

Dated this 30 day of January 1989

Donald E. Forbes, State Highway Engineer

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10144

TO: Donald E. Forbes
State Highway Engineer

DATE: January 10, 1989

FROM: Kenneth E Husby
Kenneth E. Husby
Construction Engineer

SUBJECT: Request for Increase in Project Authorization
Tunnel No. 1-Audubon Society Building
NW Cornell Road, Multnomah County
Contract No. 10144

This project has been completed and a final accounting of engineering, extra work, and increased bid items show an overrun of about $280,000 or 13.2 percent.

The major item contributing to the overrun is engineering. The contract was administered by Multnomah County and they are responsible for all the local match money and any non-participating funds. Multnomah County advises that this was a very complex project to build and inspect, and the record keeping was more extensive due to the many potential claims.

The overrun is for an estimated $279,994.58, of which $198,126.79 is due to engineering. The remaining overrun of $81,867.79 is due to a claim settlement of $46,284.39, and overruns in the foundation drilling, rock anchors, aggregate base rock and AC paving, for the balance of about $37,000. The actual percent of engineering used was $350,999.92 (18.4 percent), or a 129.6 percent overrun. That portion of the engineering over 15 percent will be assessed to Multnomah County's portion of this project. There are no liquidated damages to offset this overrun.

I recommend that the project authorization be increased from $2,149,778.42 to a new authorization of $2,429,773.

KH:CH:kjm

01062k

Don - This is the project overrun that you have authority to approve. (Delegation Order 30A, paragraph 57.)

RECEIVED
STATE HWY ENGR
JAN 1 '89
ASSIGNED TO
FOR
INFO INVES ROUGH DRAFT DIRECT REPLY SIGN ACT FILE

APPROVED
STATE HIGHWAY ENGINEER
Date 1/13/89

RECEIVED
JAN 1
COMMISSIO SERVICES
DEPARTMENT OF TRANS

orig. to: Commission Services
cys to: Ken Husby
Cam Gilmour
Don Adams
General Files

81-125-1387

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Tunnel No. 1 - Audubon Society Building Date August 23, 1988

Highway NW Cornell Road Contract No. 10144

County Multnomah Kind of Work Grading, Paving and Structures Contractor Hamilton Const. Co.

	Authorized	Estimated
Contract Amount	$1,636,830.00	1,813,069.28 ~~$1,813,054.28~~
Anticipated Items	274,084.15	265,703.80 ~~266,744.63~~
Contingency (4½%)	85,991.14	-0-
Engineering	152,873.13	350,999.92 ~~311,969.83~~
Credits		
PROJECT COST	$2,149,778.42	2,429,773.00 ~~$2,391,768.74~~

NET INCREASE 279,994.58 ~~$241,990.32~~ OR 13.02 ~~11.26~~ %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items) Expected Amount Net Change

See attached Statement of Overruns & Underruns, Item No's. 4 thru 121.
Also, added item for claim settlemnt in amount of $46,284.39.

Principal reasons for overruns (Continue on reverse side): See attached explanation of overruns & underruns. Also, engineering costs overrun substantially due to very complex nature of contract and records requirements due to contract claims.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Fred L. Veith, P.E.
Resident Engineer

Noted by O. B. Jackmond
For Construction or ~~Bridge~~ Engineer

Confirmed by
Regional Engineer

Noted by Donald Forbes
Deputy or State Highway Engineer

SP*60727-734

January 26, 1989

CON 5 #10,144

Hansen & Rowland
PO Box 1633
Tacoma, WA 98401

Contract No. 10,144 awarded to Hamilton Construction Co. (Oregon) for work on the Tunnel #1-Audubon Society Building Section of NW Cornell Road in Multnomah County was completed on December 4, 1987, and accepted by the State Highway Division on January 23, 1989.

Final payment in the amount of $10,015.00 will be released to the contractor after January 31, 1989. The total contract amount is $1,813,069.28 including $9,534.35 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

br

cc Hamilton Construction Co. (Oregon)
PO Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc Ken Husby
Tom Lulay
Highway Accounting
Don Adams

10,144

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10144

TO: Manager
Commission Services

DATE: January 23, 1989

FROM: Donald E Forbes
Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10144, On Site Work Substantially Completed November 4, 1986

All Work Completed December 4, 1987

Project Tunnel #1-Audubon Society Building

Highway Northwest Cornell Road

County Multnomah

Type of Work Grading, Paving, and Structures

Contractor Hamilton Construction Co.

BMW:sw

cc: Kenneth E. Husby
B. M. Walton
Don Wackerbarth
Ted Litchfield

CPC/FM2

SURETY LETTER WRITTEN 1/25/89

RECEIVED
JAN 23 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,144

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: Ken Husby
Construction/Maintenance Engineer

DATE: December 30, 1988

FROM: Don Forbes
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tunnel No. 1 - Audobon Society Building
N.W. Cornell Road, Multnomah County
Contract No. 10144

In discussing the above project overrun with Don Adams, I wondered if I might have authority to approve this under delegated authority.

In checking with the Construction Section and Program Section, it appears that there is some confusion on the wording of paragraph 57 of Delegation Order No. 30A, dated September 20, 1988, and whether I have delegated authority to approve project authorization increases, such as the increase on Contract No. 10144.

Please discuss with Cam Gilmour and take the appropriate action necessary to properly handle this project authorization increase request and all future project increase requests.

Attachment

cc: Bill Anhorn
Cam Gilmour

DEF:kkr
075

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Tunnel No. 1 - Audubon Society Building Date August 23, 1988

Highway NW Cornell Road Contract No. 10144

County Multnomah Kind of Work Grading, Paving and Structures Contractor Hamilton Const. Co.

	Authorized	Estimated
Contract Amount	$1,636,830.00	1,813,069.28 ~~$1,813,054.28~~
Anticipated Items	274,084.15	265,703.80 ~~266,744.63~~
Contingency (4½%)	85,991.14	-0-
Engineering	152,873.13	350,999.92 ~~311,969.83~~
Credits		
PROJECT COST	$2,149,778.42	2,429,773.00 ~~$2,391,768.74~~

NET INCREASE $279,994.58 ~~241,990.32~~ OR 13.02 ~~11.26~~ %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
See attached Statement of Overruns & Underruns, Item No's. 4 thru 121.		
Also, added item for claim settlemnt in amount of $46,284.39.		

Principal reasons for overruns (Continue on reverse side): See attached explanation of overruns & underruns Also, engineering costs overrun substantially due to very complex nature of contract and records requirements due to contract claims.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Fred L. Veith, P.E.
Resident Engineer

Noted by O. B. Jackmond
For Construction or ~~Bridge~~ Engineer

Confirmed by
Regional Engineer

Noted by
Deputy or State Highway Engineer

SP*66727-734

HBR

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 28, 1988

TO: Oregon Transportation Commission

In Reply Refer to
File No.:
CON 5

FROM: Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tunnel No. 1 - Audubon Society Building
NW Cornell Road, Multnomah County
Contract No. 10144

This project has been completed and a final accounting of engineering, extra work, and increased bid items show an overrun of about $280,000 or 13.02 percent.

The major item contributing to the overrun is engineering. The contract was administered by Multnomah County and they are responsible for all the local match money and any nonparticipating funds. Multnomah County advises that this was a very complex project to build and inspect, and the record keeping was more extensive due to the many potential claims. The overrun is for an estimated $279,994.58 of which $198,126.79 is due to engineering. The remaining overrun of $81,867.79 is due to a claim settlement of $46,284.39, and overruns in the foundation drilling, rock anchors, aggregate base rock and AC paving, for the balance of about $37,000. The actual percent of engineering used was $350,999.92 (18.4 percent) or a 129.6 percent overrun. That portion of the engineering over 15 percent will be assessed to Multnomah County's portion of this project. There are no liquidated damages to offset this overrun. ~~This increase could delay other projects in this funding category unless underruns elsewhere make up the difference.~~

I recommend that the project authorization be increased from $2,149,778.42 to a new authorization of $2,429,773. This matter will be on the agenda for the January 13, 1989 meeting.

Does Don have authority to sign?
no state $ involved.
Yes under 57F SHE has authority to sign, per Hank Inkerle on 12/3

AN EQUAL OPPORTUNITY EMPLOYER

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 16, 1988

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT:

Tunnel No. 1/Audubon Society Building
NW Cornell Road
Contract No. 10144

Attached is an Expected Overrun of Project Authorization for this project and a letter and backup data explaining the cause of the overrun by Multnomah County Design/Construction Engineer Fred Veith. Also included is a suggested letter from Don Forbes to The Oregon Transportation Commission.

The major item contributing to the overrun is engineering and the reasons given by Multnomah County is simply that this was a very complex project to build and inspect and the record keeping was more extensive and expensive due to the many potential claims. The overrun is for an estimated $252,321.25 of which $169,154.63 is due to engineering. The remaining overrun of $83,166.62 is due to a claim settlement of $46,284.39 and overruns in the foundation drilling, rock anchors, aggregate base rock and AC paving, for the balance of about $37,000.00.

CE ___ CAE ___
COE ___ OM ___
OE ______
CA ______
CAM ______
SBO ______

RECEIVED
NOV 18 1988
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ______
QCS ______
FILE ______

81-125-1387

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVENUE
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
GLADYS McCOY • CHAIR OF THE BOARD
PAULINE ANDERSON • DISTRICT 1 COMMISSIONER
GRETCHEN KAFOURY • DISTRICT 2 COMMISSIONER
CAROLINE MILLER • DISTRICT 3 COMMISSIONER
POLLY CASTERLINE • DISTRICT 4 COMMISSIONER

August 23, 1988

(5) N [illegible]

Mike Smith/Liaison Engineer
Oregon State Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: Tunnel No. 1/Audubon Society Building
NW Cornell Road/Contract No. 10144

Dear Mike:

Attached is a copy of the Expected Overrun of Project Authorization form which summarizes the overruns in project costs for this project.

Also attached is a copy of the State ment of Overruns & Underruns which covers the amounts and reasons for overrun of most of the items on the contract. Another overrun item was the settlement of contract claim in the lump sum amount of $46,284.39.

Also, engineering was the major item of overrun on this project with total costs for this item exceeding 15% allowable. We do request that the maximum amount of 15% engineering be allowed as part of this fund request in the amount of $311,969.82.

The principal reasons for engineering overrunning on this project were due to the complexity of the project, and also due to many claims filed by the contractor, requiring extensive record keeping and documentation of the items claimed. I believe this resulted in eliminating a number of claims and minimizing of the claim settlement for foundation and anchor drilling.

If any further information is required to resolve this matter so that the contractor can receive payment of his retainage on this project, please advise.

Very truly yours,

LARRY F. NICHOLAS, P. E.
County Engineer/Director

Fred Veith

FRED L. VEITH P. E.
Design/Construction Engineer

FV:js
Encls.
4797V

CORNELL ROAD BRIDGES

ORIGINAL AUTHORIZATION		FINAL AMOUNT	DIFFERENCE
Contract Payment:	$1,636,830.00	$1,727,846.23	$ 91,016.23 (5.6%)
Price Agreements:		75,673.70	
Total Incl. P.A.:	"	1,803,519.93	166,689.93 (10.2%)
Force Accounts:		9,534.35	
Total Incl. F.A.:	"	$1,813,054.28	$176,224.28 (10.8%)

STATE FORCE ORDERS

Co. Furn. Struct. Steel	$ 259,110.40
Perm. Striping	3,040.83
Rd. Side Seeding & Mulching	3,485.00
EEO Labor Compl. Monitoring	1,108.40
	266,744.63
Total Incl. Force Orders	2,079,798.91
Engineering (15%)	311,969.83
Total Cost	$2,391.768.74

4798V

CORNELL ROAD BRIDGES

Engineering - 15% Max.

Total Contract Cost:	$2,079,798.91
15% =	311,969.83
Multco Engrg. Costs:	322,027.76
Engrg. Costs Billed/Paid/ODOT	289,824.98 (90%)

Max. Engrg. Costs Allowable:	311,969.83
Less ODOT Engrg. Costs Charged to Project:	?
Max. Engrg. Costs Multco can Charge:	

4799V

File

STATEMENT OF OVERRUNS AND UNDERRUNS

Section:	Tunnel #1 - Audubon Society Bldg.	Contract 10144
Highway:	NW Cornell Road	FA BRM 9022(12)

Item	Unit Summary	Original	Semi-final	± %
Bid Items	$	1,636,830.00	1,747,916.33	+ 6.8%
Anticipated Items	$	274,084.15	265,621.54	- 3.1%
Contingencies	$	85,991.14	29,384.92	-65.8%
Engineering	$	152,873.13	270,281.10	+76.8%
Liquidated Damages	$	-	-	
	Total	2,149,778.42	2,313,203.89	+ 7.6%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

405'

Bid Item	Unit	Original	Semifinal	± %
4. Temporary Signs	S.F.	354	401.5	+13%
6. Flaggers	Hour	800	47.0	-94%
11. Cold Plane Pavement	Cu. Yd	60	50.2	-16%
12. Watering	M-gal	13	0.	-100%
13. 1"-0 Aggregate Base	Ton	850 13^{00}	1768.36	+108% — 918 x 13 = 12000
14. Class "C" Asph Conc	Ton	700 39^{00}	816.20	+17% — 116 x 39 = 4500
23. Structural Exc.	Cu. Yd.	356	422.6	+19%
24. Foundation Drilling	Lin. Ft.	171 120^{00}	306.0	+79% — 405 x 120 = 48600
25. Casing	Lin. Ft.	66 40	13.8	-79%
29. Furnish W 10 x 112	Lin. Ft.	48.0	63.0	+31%
36. Rock Anchors	Lin. Ft.	124 - 85^{00}	164	+32% — 366 x 85 = 31,110
46. Foundation Drilling	Lin. Ft.	246	321.9	+31%
47. Casing	Lin. Ft.	118 40^{00}	35.5	-70%
58. Rock Anchors	Lin. Ft.	124	138.1	+11%
67. Structural Exc	Cu. Yd.	276	381.3	+38%
68. Foundation Drilling	Lin. Ft.	86 120^{00}	233.8	+172%
71. Encasement Concrete	Lin. Ft.	377	423.9	+12% —
72. Furnish W 10 x 112	Lin. Ft.	538	589.0	+9%
79. Rock Anchors	Lin. Ft.	124	215.5	+74%
88. Structural Exc.	Cu. Yd.	241	329.7	+37%
89. Foundation Drilling	Lin. Ft.	282	328.0	+16%
90. Casing	Lin. Ft.	110	40.9	-63%
93. Furnish W 10 x 112	Lin. Ft.	712	677.0	-5%
101. Rock Anchors	Lin. Ft.	124	161.9	+31%
109. Structural Exc.	Cu. Yd.	25	16.0	-36%
110. Driving Pile	Lin. Ft.	60	47	-22%
115. Rock Anchors	Lin. Ft.	99	182.3	+84%
116. Structural Exc.	Cu. Yd.	52	31.7	-39%
117. Driving Pile	Lin. Ft.	170 35^{00}	361	+112%
120. Rock Anchors	Lin. Ft.	132	201.2	+52%
121. Structural Exc.	Cu. Yd.	98	77.5	-21

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item

#4 Temporary Signs - Contract called for contractor to install "Road Closure" signs two weeks in advance of closing road. County decided to give month notice and installed signs ahead of time. Contractor was not alerted and duplicated signs. P.A. #2 purchased the signs at contractors invoice cost plus 15%. Eight advanced warning signs not included inestimated quantities.

#6 Flaggers - Anticipated flagging time not required because most of the work was completed within road closure time.

#11 Cold Plane Pavement - Cold plane work was complete in accordance with plans. Over estimated.

#12 Watering - No water was required.

#13 1"-0" Aggregate Base - In summarizing the estimated base rock quantities 351.903 cubic yards was inadvertently omitted. Also no compaction factor or allowance was figured into the estimated quantity. See attached copy of original computations dated 8/2/85. With an allowance of 10% the final quantity of base rock used is within 1%.

#14 Class "C" Asphaltic Concrete - Underestimated. Project was constructed in accordance with plans. At the viaducts the plan cross sections call for "rock as needed." The removal of approximately 8" of old A.C. from the viaducts left a situation to sandwich a thin lift of base rock on the old concrete viaduct surface or base in with A.C. We decided to base in with A.C. which accounts for approixmately 50 ton over-runs. Other areas on the plans called for variable thickness which possibly accounts for some of the over-run. All work was constructed to set plan grades.

#23 Structural Excavating - Under estimated. The contract required all material at the abutment to be benched one foot clear of new steel girders. Also struts running from abutments to bents had to be one foot clear on sides and bottom.

#24 Foundation Drilling - Foundation drilling overran due to variance in rock formations. Competent rock laid in layers. About time driller reached bottom of completed shaft drill broke through into punk material. Most drilled shafts had to be increased from two to four times in length to satisfy design requirements. Also measurement was made from original ground as specified. Appears estimate made from botton of abutments, Pg. 52 specials.

#25 Casing - Estimated casing was not required due to fact overburden did not cave off as anciticpated. Also due to poor quality of rock encountered in drilling, Dames and Moore, soil consultants recommended casing not be incorporated into work if at all possible. Without casings more side friction could be obtained.

#29 Furnish W 10 x 112 - This item is related to foundation drilling. See Item #24. As an average items 29, 51, 72 and 93 only over ran 2%.

#36 Rock Anchors - The estimated lengths of rock anchors show in the bid documents are minimum lengths. Section 506.3 page 59 of the special provisions states contractor is to select lengths of pipe socket into rock and bond lengths of the anchors. In most cases, rock anchors over ran estimated quantities by 50% plus.

#67 Structural Exc. - See item #23 - Major overrun due to addition of tie-back system.

#68 Foundation Drilling - See item #24

#71 Encasement Concrete - This item over ran where drilled shaft lengths had to be increased due to types of materials encountered. However as an average, encasement concrete items 27, 49, 71 and 92 only over ran approximately 2%

#72 Furnish W 10 x 112 - See item #29

#79 Rock Anchors - See item #36

#88 Structural Excavation - See item #23 - Major over-runs due to addition of tie back system.

#89 Foundation Drilling - See item #24

#90 Casing - See item #25

#93 Furnish W 10 x 112 - See item #29

#101 Rock Anchors - See item #36

#109 Structural Excavation - This item under ran due to design change. In attempting to excavate to plan grades contractor ran into unstable material. Plan required tunneling under the viaduct to reach firm ground at the abutments. Tunnel was unsafe and contractor would not allow workers to continue. Also areas that were excavated to plan grade could not be shored and caved off which in turn required more concrete fill thus overloading the designed pile loading. Due to the circumstances a re-design was required.

#110 Driving Pile - Over-estimated. Drove all piling to specified tons or refusal.

#115 Rock Anchors - See item #36

#116 Structural Excavation - See item #109

#117 Driving Pile - Under estimated see item #110

#120 Rock Anchors - See Item #36

#121 Structural Excavation - Overr estimated

Oregon Department of Transportation

OREGON TRANSPORTATION COMMISSION

DELEGATION ORDER

EFFECTIVE DATE 9-20-88	NUMBER 30A
SUPERSEDES Amends 30	PAGE NUMBER 1 OF 1
SUBJECT Amends Delegation Order No. 30	APPROVED SIGNATURE

Paragraphs 3 and 57 are hereby amended to Oregon Transportation Commission Delegation Order Number 30 to read as follows:

3. Approve overruns or contractor's claims of five percent or less on contracts for projects on the state highway system for which the project authorization exceeds $200,000 and ten percent or less on contracts for which the project authorization is $200,000 or less.

57. Approve, modify, and withdraw projects; approve project authorizations; and execute necessary agreements with cities, counties, road districts and other units of local government, and State and Federal agencies for projects not on the state highway system. Examples of these projects are:

    A. Federal-Aid Secondary County (FAS-C) Projects.

    B. Federal-Aid Urban (FAU) Projects.

    C. Local Agency Interstate Transfer Projects.

    D. Federal-Aid Title II Safety Projects.

    E. Local Agency Off-System Highway Bridge Replacement and Rehabilitation Projects (HBRROS).

    F. Local Agency On-System Highway Bridge Replacement and Rehabilitation Projects (HBRRC, HBRRM).

    G. Local Agency Projects that are funded 100 percent with local funds.

Adopted by Transportation Commission
Date 9/20/88

731-0026 (1-86)

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 7, 1988

In Reply Refer to
File No.:
PRO

TO: Oregon Transportation Commission

FROM: Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Revisions to Delegation Order No. 30,
Paragraphs 3 and 57

I recommend that the following changes be made to Delegation Order No. 30, paragraphs 3 and 57. Bracketed words [ ] are those to be added to the existing Delegation Order.

3. Approve overruns or contractor's claims of five percent or less on contracts [for projects on the state highway system] for which the project authorization exceeds $200,000 and ten percent or less on contracts for which the project authorization is $200,000 or less.

57. Approve, modify, and withdraw projects; [approve project authorizations;] and execute necessary agreements with cities, counties, road districts and other units of local government, and State and Federal agencies for [projects not on the state highway system. Examples of these projects are]:

    A. Federal-Aid Secondary County (FAS-C) Projects.

    B. Federal-Aid Urban (FAU) Projects.

    C. Local Agency Interstate Transfer Projects.

    D. Federal-Aid Title II Safety Projects.

    E. Local Agency Off-System Highway Bridge Replacement and Rehabilitation Projects (HBRROS).

OREGON
1913 75 1988
YEARS
HIGHWAY DIVISION

AN EQUAL OPPORTUNITY EMPLOYER

F. Local Agency On-System Highway Bridge Replacement and Rehabilitation Projects (HBRRC, HBRRM).

[G. Local Agency Projects that are funded 100 percent with local funds.]

The existing Delegation Order No. 30, paragraphs 3 and 57 give me the authority to approve local projects and limited overruns on all construction contracts. These paragraphs also require written requests to you for concurrence on all contract awards and on all overruns above my five and ten percent limit.

The proposed changes will:

a. Allow me or my designee to approve and modify construction contracts, including overruns, for all local agency projects.

b. Not change my existing authority for State projects and/or contracts.

c. Reduce the amount of routine paperwork sent to the Commission.

d. Not change the overall management control the Commission currently has through the Six-Year Highway Improvement Program. My delegated authority is tied to either those projects the Commission approves in the Six-Year Program or those allowed under paragraph 57.

bc: Robert N. Bothman
Don Adams
Cam Gilmour
Duane Christensen
Fran Neavoll
John Elliott
Carol Mitchell
Andy Booz
Ken Husby
Region Engineers

EDM:jc

.10,144

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-12		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 4	1-5-88	Project Number BRM-9022(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 12, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,302,813	$ 2,361,182
Federal funds	$ 1,842,250	$ 1,888,945
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5TH day of JAN, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
Manager, Program Section
(Title)

~~By~~ For: Larry Rulien
State Highway Engineer
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 29, 1987

Federal-Aid Project No. BRM-9022(12)

Audubon Society Bldg.-Tunnel #1 Sec.
Cornell Road
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 19+00 to 40+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Ditch Excavation	LF	$ 3.00	1,050	$ 3,150.00	1,086	$ 3,258.00
				$ 3,150.00		$ 3,258.00

Increase	$ 108.00
Subtotal from estimate on Jan. 16, 1987	106,118.00
Subtotal	$ 106,226.00
Engineering	15,933.00
Total	$ 122,159.00

Type Code X031
Structures (Br. #11037A, #11039A, #11040A, and #11041A)(#51C35A Viaduct)(#51C36A Viaduct)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class 3300 Shaft Fill (PA #6A)	LS	$ ----	----	$ ----	100%	$ 365.00
Bridge #1, Bent #1, Bent #5, Ties and Stirrups (PA #8A)	LB	0.40	----	----	57.49	22.42
Bridge #2, Bent #1, Extend #8, Mark 8E13 (PA #8B)	LB	0.40	----	----	48.94	19.58
Bridge #2, Bent #2, Add 2EA, Mark 8E20 (PA #8C)	LB	0.40	----	----	84.56	33.82

Bridge #2, E. Abutment Stirrups and F.L. Bars (PA #10A)	LB	0.40	----	----	590.35	236.14
Bridge #2 W. Abutment Stirrups and F.L. Bars (PA #10B)	LB	0.40	----	----	923.05	369.22
Plates Col. #3 & 4 (PA #10C)		0.77	----	----	81.66	62.88
Labor & Equipment (PA #10D)	LS	150.00	----	----	100%	150.00
Reinforcement Br. #4, Bent #1 (PA #11A)	LB	0.37	----	----	182.47	67.51
Reinforcement Br. #4, Bent #2 (PA #11B)	LB	0.37	----	----	182.47	67.51
Column Plates (PA #15B)	LB	0.79	----	----	163.32	129.02
Labor & Equipment (PA #15C)	LS	----	----	----	100%	300.00
Dispose Structure Excavation (PA #21B)	CY	6.56	1,229	8,062.24	1,250.42	8,202.76
Chip & Patch Beam Seam (PA #23A)	LS	170.67	----	----	100%	170.67
Design Change Viaducts (PA #32A)	LS	2,316.98	----	----	100%	2,316.98
Claim Settlement (PA #33)	LS	4,6284.39	----	----	----	46,284.39
				$ 8,062.24		$ 58,797.31

Increase	$ 50,735.07
Subtotal from estimate on May 08, 1987	1,896,152.08
Subtotal	$1,946,977.15
Engineering	292,045.85
Total	$2,239,023.00

Length of Roadway	0.289 mi.
Length of Structures	0.118 mi.
Total Length	0.407 mi.

Cost of Roadway Per Mile $ 422,695.50

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	118	$ 122,159.00	$ 97,727.00	$ 12,216.00	$ 12,216.00
Structures	118	2,239,023.00	1,791,218.00	223,902.50	223,902.50
Total		$ 2,361,182.00	$ 1,888,945.00	$ 236,118.50	$ 236,118.50

NONPARTICIPATING ITEMS (COUNTY)

Clearing and Grubbing	Lump Sum	All	14%	$ 490.00
Removal of Structures and Obstructions	Lump Sum	All	14%	140.00
General Excavation	Cu. Yd.	690	21.00	14,490.00
Watering	M-Gal.	7	10.00	70.00
1"-0 Aggregate Base	Ton	285	13.00	3,705.00
Class "C" Asphalt Concrete	Ton	100	39.00	3,900.00
8-inch Concrete Drain Pipe	Lin. Ft.	34	20.00	680.00
Bollards	Each	6	250.00	1,500.00
Installing Monument Boxes	Each	1	100.00	100.00
Stone Masonry	Lump Sum	All	Lump Sum	7,500.00
Luminaires, Ballasts, and Mast Arms	Each	3	500.00	1,500.00
				$ 34,075.00

Group 010 = 100%; Group 011 = 98%; Group 020 = 2%; N.P. Co.
Contract No.
Prefix: C726-1969 (P.E.)
Prefix: C10144 (Const.)
RLC:bkw

*Note: Utility adjustments are included in the P.E., project No. IX-27-2(5). $ 38,160.00

1.0, 144

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-111
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State	Oregon
County	Multnomah
Project Number	BRM-9022(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 12, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,263,986.00	$ 2,302,813.00
Federal funds	$ 1,811,188.00	$ 1,842,250.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19[illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Gen Files

Oregon State Highway Division
Salem, Oregon May 8, 1987

Federal-Aid Project No. BRM-9022(12)

Audubon Society Bldg. - Tunnel #1 Section
Cornell Road
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 19+00 to 40+50)

Total as shown on Estimate January 28, 1987	$122,135.00

Type Code X031
Structures

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	Sq. Ft.	$10.00	354	$3,540.00	401	$4,010.00
Bridge #11037A, Sta. 21+57.58 to 22+89.56						
Structure Excavation	Cu. Yd.	15.00	356	5,340.00	422	6,330.00
Furnish W 10X100 Steel Pile	Lin. Ft.	36.00	384	13,824.00	393	14,148.00
Furnish W 10X112 Stel Pile	Lin. Ft.	42.00	48	2,016.00	63	2,646.00
Bridge #11039A, Sta. 28+42.74 to Sta. 29+72.73						
Furnish W 10X100 Steel Pile	Lin. Ft.	36.00	511	18,396.00	524	18,864.00
Bridge #11040A, Sta. 32+60.33 to Sta. 13.37						
Encasement Concrete	Lin. Ft.	12.00	377	4,524.00	423	5,076.00

Bridge #11041A, Sta. 35+55.95 to 37+65.77

Furnish W 12X120 Steel Piling	Lin. Ft.	45.00	15	675.00	44	1,980.00
Reinforce Column #1 Bridge #1 (PA #3A)	Lump Sum	611.00	---	---	100%	611.00
Fence Concrete Barrier (PA #4A)	Lump Sum	572.00	---	---	100%	572.00
Reinforce Column #1 Bridge #2	Lump Sum	611.00	---	---	100%	611.00
Add Shaft @ Bent #2 Bridge #3 (PA #12A)	Lump Sum	907.00	---	---	100%	907.00
Additional Rebar BI #77 (PA #16B)	Lb.	0.37	---	---	1,212	448.44
Reinforcement (PA #18A)	Lb.	0.37	---	---	1,620	599.40
1"-0 Structural Backfill (PA #21A)	Tons	6.25	---	---	1,584	9,900.00
Dispose Structural Excavation (PA #21B)	Cu. Yd.	6.56	---	---	1,229	8,062.24
Composit Shear Connectors (PA #25A)	Lb.	0.372	---	---	1,153	428.92
Furnish & Install 10-inch Drain Pipe (PA #29A)	Lump Sum	337.54	---	---	100%	337.54
Bikeway Drainage Installed (PA #30A)	Lump Sum	913.00	---	---	98%	894.74
Redrill Shaft #3 Bent #1 Bridge #2 (FA #1)	---	---	---	---	---	871.47
Fill Void in Viaduct #1 (FA #2)	---	---	---	---	---	644.99
Relocate Ditches (FA #5)	---	---	---	---	---	1,650.00
Roadside Seeding & Mulching (SFO #3)	---	---	---	1,000.00	---	3,485.00
				$49,315.00		$83,077.74

Increase	$ 33,762.74
Subtotal from Estimate of January 28, 1987	1,862,479.34
Subtotal	$1,896,242.08
Engineering	284,435.92
Total	$2,180,678.00

Length of Roadway -------------------	0.289 mi.
Length of Structures ----------------	0.118 mi.
Total Length	0.407 mi.

Cost of Roadway Per Mile ------------ $422,612.46

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	118	$ 122,135.00	$ 97,708.00	$ 12,213.50	$ 12,213.50
Structures	118	2,180,678.00	1,744,542.00	218,068.00	218,068.00
Total		$2,302,813.00	$1,842,250.00	$230,281.50	$230,281.50

NONPARTICIPATING ITEMS (COUNTY)

Clearing and Grubbing	Lump Sum	All	14%	$ 490.00
Removal of Structures and Obstructions	Lump Sum	All	14%	140.00
General Excavation	Cu. Yd.	690	21.00	14,490.00
Watering	M-Gal.	7	10.00	70.00
1"-0 Aggregate Base	Ton	285	13.00	3,705.00
Class "C" Asphalt Concrete	Ton	100	39.00	3,900.00
8-inch Concrete Drain Pipe	Lin. Ft.	34	20.00	680.00
Bollards	Each	6	250.00	1,500.00
Installing Monument Boxes	Each	1	100.00	100.00
Stone Masonry	Lump Sum	All	Lump Sum	7,500.00
Luminaries, Ballasts, and Mast Arms	Each	3	500.00	1,500.00
				$ 34,075.00

Group 010 = 100%; Group 011 = 98%; Grou 020 = 2%; N.P. Co.
Contract No.
Prefix: C726-1969 (P.E.)
Prefix: C10144 (Const.)

RLC:me

*Note: Utility adjustments are included in the P.E. project no. IX-27-2(5).

10,171

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-21 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2-5-87	State Oregon County Multnomah Project Number BRM-9022(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 12, 19 85 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,151,946	$ 2,263,986
Federal funds	$ 1,721,556	$ 1,811,188
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 th day of February, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 28, 1987

FEDERAL AID PROJECT NO. BRM-9022(12)

AUDUBON SOCIETY BLDG.-TUNNEL #1 SECTION
CORNELL ROAD
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 19+00 TO 40+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
General Excavation	$ 21.00	1,100	$23,100.00	1,184	$24,864.00	
1-0 Aggr. Base	13.00	850	11,050.00	1,768	22,984.00	
Class C Asph. Conc.	39.00	600	23,400.00	710	27,690.00	
			$57,550.00		$75,538.00	
					Increase	$ 17,988.00
			Subtotal from estimate of Nov. 17, 1986			88,130.00
					Subtotal	$ 106,118.00
					Engineering	15,917.00
					Total	$ 122,135.00

TYPE CODE X031
STRUCTURES (BR. #11037A, STA. 21+57.58 TO 22+89.56)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Rock Anchors	85.00	124	10,540.00	164	$13,940.00
BRIDGE #11039A (STA. 28+42.74 to STA. 29+72.73)					
Foundation Drilling	120.00	246	29,520.00	321.90	38,628.00
Rock Anchors	85.00	124	10,540.00	138.00	11,730.00
BRIDGE #11040A (STA. 32+60.33 TO STA. 34+13.37)					
Struc. Excav.	15.00	276	4,140.00	381	5,715.00
Rock Anchors	85.00	124	10,540.00	215.5	18,317.50
BRIDGE #11041A (STA. 35+55.95 TO 37+65.77)					
Struc. Excav.	15.00	241	3,615.00	329	4,935.00
Foundation Drilling	120.00	282	33,840.00	328	39,360.00

Rock Anchors	85.00	124	10,540.00	161.90	13,761.50
BRIDGE #51C35A (VIADUCT)					
Rock Anchor	85.00	99	8,415.00	182.3	15,495.50
BRIDGE #51C36A (VIADUCT)					
Driving Pile	35.00	170	5,950.00	361	12,635.00
Rock Anchors	85.00	132	11,220.00	201.2	17,102.00
Reinforce Columns 1 & 6 Br. #3 (PA #9A)	---	---	---	---	2,199.60
Additional Conc. (PA #16A)	216.49	---	---	---	1,887.79
Torset Max-Build II on Struts (PA #17A)	1.95	---	---	---	2,507.70
CL 4000 Conc. (PA #18A)	221.05	---	---	---	1,834.72
Remove Concrete from Casings (FA #2)	---	---	---	---	3,524.36
Remove & Replace Parapet (FA #4)	---	---	---	---	3,826.52
			$138,860.00		$207,400.19

Increase	$ 68,540.19
Subtotal from estimate of Nov. 17, 1986	1,793,939.15
Subtotal	$1,862,479.34
Engineering	279,371.66
Total	$2,141,851.00

Length of Roadway	0.289 mi.
Length of Structures	0.118 mi.
Total Length	0.407 mi.
Cost of Roadway Per Mile	$ 422,612.46

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	118	80%	$ 122,135.00	$ 97,708.00	$ 12,213.00	$ 12,213.50
Structures	118	80%	2,141,851.00	1,713,480.00	214,185.50	214,185.50
Total			$2,263,986.00	$1,811,188.00	$226,399.00	$ 226,399.00

NONPARTICIPATING ITEMS (COUNTY)

Clearing and Grubbing	Lump Sum	All	14%	$ 490.00
Removal of Structures and Obstructions	Lump Sum	All	14%	140.00
General Excavation	Cu. Yd.	690	21.00	14,490.00
Watering	M-Gal.	7	10.00	70.00
1"-0 Aggregate Base	Ton	285	13.00	3,705.00
Class "C" Asphalt Concrete	Ton	100	39.00	3,900.00
8-inch Concrete Drain Pipe	Lin. Ft.	34	20.00	680.00
Bollards	Each	6	250.00	1,500.00
Installing Monument Boxes	Each	1	100.00	100.00
Stone Masonry	Lump Sum	All	Lump Sum	7,500.00
Luminaries, Ballasts, and Mast Arms	Each	3	500.00	1,500.00
				$ 34,075.00

Group 010 = 100%; Group 011 = 98%; Group 020 = 2%; N.P. Co.
Contract No.
Prefix: C726-1969 (P.E.)
Prefix: C10144 (Const.)
RLC:bkb

*Note: Utility adjustments are included in the P.E. project No. IX-27-2(5).

10,177

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 11 62	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		Project Number BRM-9022(12)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 12 , 1985 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,104,570.00	$ 2,151,946.00
Federal funds	$ 1,683,655.00	$ 1,721,556.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of NOV , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~X For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon November 17, 1986

Federal-Aid Project No. BRM-9022(12)

Audubon Society Bldg. - Tunnel #1 Section
Cornell Road
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 19+00 to 40+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$21.00	560	$11,760.00	1,100	$23,100.00
Subtotal			$11,760.00		$23,100.00

Subtotal of previous estimate of December 10, 1985	$86,388.00
Increase	11,340.00
Total	$97,728.00

Type Code X031
Structures (Br. #11037A, Sta. 21+57.58 to 22+89.56)

Foundation Drilling	120.00	171	20,520.00	306	36,720.00

Bridge #11040A (Sta. 32+60.33 to 34+13.37)

Foundation Drilling	120.00	86	10,320.00	233.80	28,056.00
Furnish W 10x112 Steel Piling	42.00	538	22,596.00	588	24,696.00
SUBTOTAL			$53,436.00		$89,472.00

Subtotal of previous estimate of December 10, 1985	$2,018,182.00
Increase	36,036.00
Total	$2,054,218.00

Length of Roadway -------------------- 0.289 miles
Length of Structures ---------------- 0.118 miles
Total Length 0.407 miles

Cost of Roadway Per Mile ----------- $338,159.17

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	118	80%	$ 97,728.00	$ 78,182.00	$ 9,773.00	$ 9,773.00
Structures	118	80%	2,054,218.00	1,643,374.00	205,422.00	205,422.00
TOTAL			$2,151,946.00	$1,721,556.00	$215,195.00	$215,195.00

Nonparticipating Items (County)

Clearing and Grubbing	Lump Sum	All	14%	$ 490.00
Removal of Structures and Obstructions	Lump Sum	All	14%	140.00
General Excavation	Cu. Yd.	690	21.00	14,490.00
Watering	M-Gal.	7	10.00	70.00
1"-0 Aggregate Base	Ton	285	13.00	3,705.00
Class "C" Asphalt Concrete	Ton	100	39.00	3,900.00
8-inch Concrete Drain Pipe	Lin. Ft.	34	20.00	680.00
Bollards	Each	6	250.00	1,500.00
Installing Monument Boxes	Each	1	100.00	100.00
Stone Masonry	Lump Sum	All	Lump Sum	7,500.00
Luminaires, Ballasts, and Mast Arms	Each	3	500.00	1,500.00
				$ 34,075.00

Group 010 = 0%; Group 011 = 98%; Group 020 = 2%; N.P. Co.
Contract No.
Prefix: C726-1969 (P.E.)
Prefix: C10144 (Const.)

DDB:me

.10.144

STATE COPY

TO BE COMPLETED BY FHWA		STATE
12-153	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Multnomah
		PROJECT NO. BRM-9022(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Audubon Society Building - Tunnel No. 1

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6/28/85	0.407
OTHER *(Specify)*		

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,104,570.00	$ 1,683,655.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 12 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon December 10, 1985

Federal Aid Project No. BRM-9022(12)

Audubon Society Building-Tunnel No. 1 Section
Cornell Road
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 19+00 to Sta. 40+50)

Clearing and Grubbing	Lump Sum	All	86%	$ 3,010.00
Removal of Structures and Obstructions	Lump Sum	All	86%	860.00
Ditch Excavation	Lin. Ft.	1,050	3.00	3,150.00
General Excavation	Cu. Yd.	560	21.00	11,760.00
Cold Plane Pavement Removal	Cu. Yd.	60	30.00	1,800.00
Watering	M-Gal.	13	10.00	130.00
1"-0 Aggregate Base	Ton	565	13.00	7,345.00
Class "C" Asphalt Concrete	Ton	600	39.00	23,400.00
Concrete Curbs	Lin. Ft.	530	6.00	3,180.00
Installing Monument Boxes	Each	4	100.00	400.00

Retaining Walls
Bridge No. 51C37

Structure Excavation	Cu. Yd.	98	15.00	1,470.00
Special Wall Backfill	Cu. Yd.	22	30.00	660.00
Structural Concrete, Class 3300 (68 CY)	Lump Sum	All	Lump Sum	12,000.00
Reinforcement (10,100 lbs.)	Lump Sum	All	Lump Sum	3,000.00
6-inch Drain Pipe	Lin. Ft.	125	5.00	625.00
				$ 72,790.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,000.00
Temporary Erosion Control	All Required		1,000.00
Roadside Seeding & Mulching	All Required		1,000.00
			$ 4,000.00
		Subtotal	$ 76,790.00
		Engineering	9,598.00
		Total	$ 86,388.00

Type Code X031
Structures

Furnishing Field Offices	Lump Sum	All	Lump Sum	$ 1,000.00
Mobilization	Lump Sum	All	Lump Sum	150,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	8,500.00
Temporary Signs	Sq. Ft.	354	10.00	3,540.00
Temporary Concrete Barriers	Lin. Ft.	48	15.00	720.00
Flaggers	Hour	800	1.00	800.00
				$ 164,560.00

Bridge No. 110371 (Sta. 21+57.58 to Sta. 22+89.56)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 25,000.00
Stone Masonry	Lump Sum	All	Lump Sum	5,500.00
Structure Excavation	Cu. Yd.	356	15.00	5,340.00
Foundation Drilling	Lin. Ft.	171	120.00	20,520.00
Casing	Lin. Ft.	66	40.00	2,640.00
Shaft Cleaning	Lump Sum	All	Lump Sum	10,000.00
Encasement Concrete	Lin. Ft.	361	12.00	4,332.00
Furnish W10x100 Steel Piling	Lin. Ft.	384	36.00	13,824.00
Furnish W10x112 Steel Piling	Lin. Ft.	48	42.00	2,016.00
Structural Concrete, Class 4000 (90 CY)	Lump Sum	All	Lump Sum	20,000.00
Structural Concrete, Class 4500 (124 CY)	Lump Sum	All	Lump Sum	30,000.00
Expansion Joint, Unarmored	Lin. Ft.	34	26.00	884.00
Expansion Joint, Armored	Lin. Ft.	34	85.00	2,890.00
Reinforcement (35,900 lbs.)	Lump Sum	All	Lump Sum	14,000.00
Coated Reinforcement (19,400 lbs.)	Lump Sum	All	Lump Sum	11,000.00
Rock Anchors	Lin. Ft.	124	85.00	10,540.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	142	75.00	10,650.00
County Furnished Structural Steel (75,600 lbs.)	Lump Sum	All	Lump Sum	1,500.00
Contractor Furnished Structural Steel (44,700 lbs.)	Lump Sum	All	Lump Sum	35,000.00
Structural Steel Erection (120,300 lbs.)	Lump Sum	All	Lump Sum	11,000.00
Type "G" Concrete Rail	Lin. Ft.	268	45.00	12,060.00
Two Tube Aluminum Railing	Lin. Ft.	268	30.00	8,040.00
				$ 256,736.50

Bridge No. 11039A (Sta. 28+42.74 to Sta. 29+72.73)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 25,000.00
Stone Masonry	Lump Sum	All	Lump Sum	5,000.00
Structure Excavation	Cu. Yd.	295	15.00	4,425.00
Foundation Drilling	Lin. Ft.	246	120.00	29,520.00
Casing	Lin. Ft.	118	40.00	4,720.00
Shaft Cleaning	Lump Sum	All	Lump Sum	10,000.00
Encasement Concrete	Lin. Ft.	379	12.00	4,548.00
Furnish W10x100 Steel Piling	Lin. Ft.	511	36.00	18,396.00
Furnish W10x112 Steel Piling	Lin. Ft.	60	42.00	2,520.00
Structural Concrete, Class 4000 (99 CY)	Lump Sum	All	Lump Sum	22,000.00
Structural Concrete, Class 4500 (127 CY)	Lump Sum	All	Lump Sum	33,000.00
Expansion Joint, Unarmored	Lin. Ft.	34	26.00	884.00
Expansion Joint, Armored	Lin. Ft.	34	85.00	2,890.00
Reinforcement (37,400 lbs.)	Lump Sum	All	Lump Sum	15,000.00
Coated Reinforcement (19,000 lbs.)	Lump Sum	All	Lump Sum	11,000.00
Rock Anchors	Lin. Ft.	124	85.00	10,540.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	150	75.00	11,250.00
County Furnished Structural Steel (55,300 lbs.)	Lump Sum	All	Lump Sum	1,500.00
Contractor Furnished Structural Steel (67,900 lbs.)	Lump Sum	All	Lump Sum	52,000.00
Structural Steel Erection (118,200 lbs.)	Lump Sum	All	Lump Sum	11,000.00
Type "G" Concrete Rail	Lin. Ft.	297	45.00	13,365.00
Two Tube Aluminum Railing	Lin. Ft.	297	30.00	8,910.00
				$ 297,468.00

Bridge No. 11040A (Sta. 32+60.33 to Sta. 34+13.37)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 30,000.00
Stone Masonry	Lump Sum	All	Lump Sum	5,000.00
Structure Excavation	Cu. Yd.	276	15.00	4,140.00
Foundation Drilling	Lin. Ft.	86	120.00	10,320.00
Casing	Lin. Ft.	30	40.00	1,200.00
Shaft Cleaning	Lump Sum	All	Lump Sum	17,000.00
Encasement Concrete	Lin. Ft.	377	12.00	4,524.00
Furnish W10x112 Steel Piling	Lin. Ft.	538	42.00	22,596.00
Structural Concrete, Class 4000 (97 CY)	Lump Sum	All	Lump Sum	21,000.00
Structural Concrete, Class 4500 (143 CY)	Lump Sum	All	Lump Sum	36,000.00
Expansion Joint, Unarmored	Lin. Ft.	34	26.00	884.00
Expansion Joint, Armored	Lin. Ft.	34	85.00	2,890.00

Reinforcement (35,500 lbs.)	Lump Sum	All	Lump Sum	13,000.00
Coated Reinforcement (22,200 lbs.)	Lump Sum	All	Lump Sum	13,000.00
Rock Anchors	Lin. Ft.	124	85.00	10,540.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	142	75.00	10,650.00
County Furnished Structural Steel (74,300 lbs.)	Lump Sum	All	Lump Sum	1,500.00
Contractor Furnished Structural Steel (79,700 lbs.)	Lump Sum	All	Lump Sum	62,000.00
Structural Steel Erection (154,000 lbs.)	Lump Sum	All	Lump Sum	14,000.00
Type "G" Concrete Rail	Lin. Ft.	310	45.00	13,950.00
Two Tube Aluminum Railing	Lin. Ft.	310	30.00	9,300.00
				$ 303,494.00

Bridge No. 11041A (Sta. 35+55.95 to Sta. 37+65.77)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 38,530.00
Stone Masonry	Lump Sum	All	Lump Sum	5,000.00
Structure Excavation	Cu. Yd.	241	15.00	3,615.00
Foundation Drilling	Lin. Ft.	282	120.00	33,840.00
Casing	Lin. Ft.	110	40.00	4,400.00
Shaft Cleaning	Lump Sum	All	Lump Sum	28,000.00
Encasement Concrete	Lin. Ft.	382	12.00	4,584.00
Furnish W10x112 Steel Piling	Lin. Ft.	712	42.00	29,904.00
Furnish W12x120 Steel Piling	Lin. Ft.	15	45.00	675.00
Structural Concrete, Class 4000 (95 CY)	Lump Sum	All	Lump Sum	21,000.00
Structural Concrete, Class 4500 (195 CY)	Lump Sum	All	Lump Sum	49,000.00
Expansion Joint, Unarmored	Lin. Ft.	34	26.00	884.00
Expansion Joint, Armored	Lin. Ft.	34	85.00	2,890.00
Reinforcement (43,000 lbs.)	Lump Sum	All	Lump Sum	16,000.00
Coated Reinforcement (30,100 lbs.)	Lump Sum	All	Lump Sum	18,000.00
Rock Anchors	Lin. Ft.	124	85.00	10,540.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	150	75.00	11,250.00
County Furnished Structural Steel (117,400 lbs.)	Lump Sum	All	Lump Sum	1,500.00
Contractor Furnished Structural Steel (127,200 lbs.)	Lump Sum	All	Lump Sum	100,000.00
Structural Steel Erection (244,600 lbs.)	Lump Sum	All	Lump Sum	22,000.00
Type "G" Concrete Rail	Lin. Ft.	464	45.00	20,880.00
Two Tube Aluminun Railing	Lin. Ft.	464	30.00	13,920.00
				$ 436,412.00

Bridge No. 51C35A (Viaduct)

Stone Masonry	Lump Sum	All	Lump Sum	$ 3,000.00
Structure Excavation	Cu. Yd.	25	15.00	375.00
Driving Pile	Lin. Ft.	60	35.00	2,100.00
Viaduct Concrete Backfill	Cu. Yd.	80	95.00	7,600.00
Subsealant	Lump Sum	All	Lump Sum	4,000.00
Structural Concrete, Class 3300 (7 CY)	Lump Sum	All	Lump Sum	3,000.00
Reinforcement (550 lbs.)	Lump Sum	All	Lump Sum	1,000.00
Rock Anchors	Lin. Ft.	99	85.00	8,415.00
				$ 29,490.00

Bridge No. 51C36A (Viaduct)

Structure Excavation	Cu. Yd.	52	15.00	$ 780.00
Driving Pile	Lin. Ft.	170	35.00	5,950.00
Viaduct Concrete Backfill	Cu. Yd.	209	95.00	19,855.00
Subsealant	Lump Sum	All	Lump Sum	4,000.00
Rock Anchors	Lin. Ft.	132	85.00	11,220.00
				$ 41,805.00
				$ 1,529,965.00

Anticipated Items

County Furnished Structural Steel	Lbs.	322,600	0.81	$ 255,790.00
EEO/Labor Compliance Monitoring (0.5%)	All Required			8,184.15
				$ 263,974.15
			Subtotal	$ 1,793,939.15
			Engineering	224,242.85
			Total	$ 2,018,182.00

Length of Roadway	0.289 mi.
Length of Structures (4)	0.118 mi.
Total Length	0.407 mi.

Cost of Roadway Per Mile	$ 298,920.42

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 86,388.00	$ 69,110.00	$ 17,278.00
Structures	2,018,182.00	1,614,545.00	403,637.00
Total	$2,104,570.00	$1,683,655.00	$ 420,915.00

Nonparticipating Items (County)

Clearing and Grubbing	Lump Sum	All	14%	$ 490.00
Removal of Structures and Obstructions	Lump Sum	All	14%	140.00
General Excavation	Cu. Yd.	690	21.00	14,490.00
Watering	M-Gal.	7	10.00	70.00
1"-0 Aggregate Base	Ton	285	13.00	3,705.00
Class "C" Asphalt Concret	Ton	100	39.00	3,900.00
8-inch Concrete Drain Pipe	Lin. Ft.	34	20.00	680.00
Bollards	Each	6	250.00	1,500.00
Installing Monument Boxes	Each	1	100.00	100.00
Stone Masonry	Lump Sum	All	Lump Sum	7,500.00
Luminaires, Ballasts and Mast Arms	Each	3	500.00	1,500.00
				$ 34,075.00

Group 010 = 0%; Group 011 = 98%; Group 020 = 2% N.P. Co.
Contract No.
Prefix: C726-1969 (P.E.)
C10144 (Const.)

CPL/DDB:bkb/me

jc

U. S. DEPARTMENT OF TRANSPORT. .ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9022(12)
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40284

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 1, 1987
8. FEDERAL ROUTE NUMBER FAU 9022
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Audubon Society Bldg. - Tunnel No. 1

11. GENERAL DESCRIPTION OF WORK
Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/1/87 as requested in Mr. Fredrickson's letter of 11/2/87 as being cost effective for the use of Multnomah County forces to proceed with the above work.

State Force Order No. 2 Rev is approved to a TEC of $3,040.83; Federal Funds $2,432.00.

RECEIVED
STATE HWY ENGR
DEC 3 '87
REFER TO Gilmour
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/3

14. DATE 11/25/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

October 21, 1987

Mr. Larry Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Re: Frontier Foundations, Inc. v. Hamilton Construction, et al.
U.S. District Court No. 87-687 RE

Dear Mr. Rulien:

This is to inform you that the above entitled matter has been filed in U.S. District Court. Named defendants include Hamilton Construction, Multnomah County, various individuals associated with the county, and the State of Oregon Department of Transportation. This matter concerns a contract to construct bridges and viaducts on Cornell Road in Portland.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

cc: O. B. Jackmond (w/enc.)
Jack Sollis (w/enc.)

3802T

NOTED
W. E. SCHWARTZ

Pat Schwartz -
fyi

RECEIVED
STAT. HWY ENG
OCT 22
REFER TO
FOR

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9022(12)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40284

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 15, 1986
8. FEDERAL ROUTE NUMBER FAU 9022
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Audubon Society - Tunnel #1

11. GENERAL DESCRIPTION OF WORK

Seeding and Mulching

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/15/86 as requested in Mr. Fredrickson's letter of 1/2/87 as being cost effective for the use of Multnomah County forces to proceed with the above work.

State Force Order No. 3 and 3 Rev is approved to a TEC of $3,485; Federal Funds $2,788.

RECEIVED
STATE HWY ENGR
JAN 27'87
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 1/23/87
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

16,179

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: December 1, 1986

In Reply Refer to File No.:
CON 5
10144

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRM-9022(12)

Contract 10144, Work Completed November 4, 1986

Project Tunnel #1-Audubon Society Building

Highway Northwest Cornell Road

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 6, 1986 LMH

G. K. Hassner for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
DEC 4 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
LARRY RULIEN

RECEIVED
DEC 02 1986
OREGON DIVISION

734-2023 (2-85)

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
NOV 20'86

REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH

Mike Smith, OSHD: and Dick Dusa, Project Manager (Contacted by phone)

DATE OF INSPECTION 11/6/86	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer and Larry Heil, Assistant Area Engineer	PROJECT NO. BRM-9022(12)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 76 %	WORK COMPLETED 100 %

TUNNEL #1 - AUDOBON SOCIETY BLDG.
N. W. CORNELL ROAD
Grading, Paving, & Structures

NOTED
W. E. SCHWARTZ

This project provided for the following work along N. W. Cornell Road within MacLeay Park in northwest Portland:

1. Construction of 4 bridges, 1 retaining wall and modification of 2 concrete half viaducts.
2. Construction of roadbed grading, aggregate base and asphalt concrete pavement.
3. Installation of illumination.

A ± $18,327 price agreement prepared to provide for backfill under the bridge approaches when it was determined that the excavated material was unacceptable. $10,101 went toward the invoice cost of the backfill and $8,226 paid for hauling away the unacceptable excavated material.

Rock anchors, drilling, and pile driving overran because competent rock anticipated by the soils investigation was not consistently encountered. Base overran due to an error in plan quantities. Overruns in quantities, extra work orders, and price agreements are anticipated to exceed the initial project authorization by ± 6%.

Two minor drainage problems were identified during this inspection. The project manager informed me that the county already had planned to correct them with County forces.

The contract work was awarded to Hamilton Construction Company on December 2, 1985. Work started March 1, 1986 and was completed November 4, 1986.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

Form FHWA-1446A
(Rev. 2-84)

10 [illegible]

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

		WEEK ENDING Nov. 1, 1986
PROJECT NAME (SECTION) Tunnel No. 1 - Audubon Society Bldg.		CONTRACT NO 10144
HIGHWAY N. W. Cornell Road	COUNTY Multnomah	F A PROJECT NO BRM 9022(12)
CONTRACTOR Hamilton Construction Co.	KIND OF WORK Grading, Paving & Structures	DATE OF AWARD Dec. 2, 1985
PROJECT AUTHORIZATION	**ENGINEERING**	FIRST NOTIFICATION DATE Feb. 26, 1986
CURRENT AUTHORIZATION $ 2,149,778.42	AUTHORIZATION $ 152,873.13	
	COST THIS WEEK $	ESTIMATED DATE OF COMPLETION, OR Apr. 24, 1987
ESTIMATED PROJECT COST $ 2,143,127.68	TOTAL TO DATE $ 238,694.70	SECOND NOTIFICATION DATE AND
ESTIMATED PERCENT OVERRUN/UNDERRUN %	PERCENT OF AUTHORIZATION 156.1 %	ESTIMATED SEMIFINAL SUBMITTAL DATE

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Road Closure	10/17/86	229	229	100%	yes
All Work Calender W.D.		330	246	74.5%	yes

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: WORKERS:

PERCENT CONTRACT WORK COMPLETED 92.5 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,250 Cu.Yd.	850 Tons	700 Tons		4-Bridges	
EST. CORRECTED QUANTITIES	1,790 Cu.Yd.	1,768.4 Tons	816 Tons		2-Viaducts	
EST. PERFORMED TO DATE	1,240 Cu.Yd.	1,768.4 Tons	816 Tons		1-Wall	
PERCENT PERFORMED TO DATE	69.3%	100.0%	100%		99.0%	

ACTIVITIES THIS WEEK:

1) Completed installation of expension joints on all four bridges.

2) Completed touch-up of guard rails on all bridges.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Complete general clean up and concrete touch up.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Richard Dusa/WFK

Richard Dusa

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,144.   10-15-86

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS
Capitol Building
Salem, OR 97310

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9/20/84
TO 10/15/85

FEDERAL AID PROJECT NO. BRM-9022(10)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
76,935.27	credit 76,935.27 ✓	DIFFENACE 80%	61,548.22	61.548.22 ✓	-0-
9,655.06	9,158.61	80%	7,326.89	7,326.89	-0-
86.590.33	86,093.88	80%	68,875.11	68,875.11	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon	**DATE** 10/15/86	**SIGNATURE OF AUTHORIZED OFFICIAL** Controller

Const 90% Eng
SFO# 105%

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	AUDUBON SOCIETY BLDG.-TUNNEL NO. #1 CITY STREET MULTNOMAH COUNTY					
	Preliminary Engineering Type Code P.E.					
	Work by Multnomah County	All Required			$76,935.27	
	State	All Required			9,025.64	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$85,960.91	
	Misc. Project Cost					
	Audit Expense	All Required			$ 132.97	
	TOTAL PARTICIPATING PROJECT COST				$86,093.88	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			$ 496.45	
	TOTAL PROJECT COST				$86,590.33	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD . . .					

GPO 944 891

```
                    JOB COST SUMMARY RUN ON  09-26-90
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 09/22/90
                       FOR EXPENDITURE ACCOUNT C7261969

                                          CREW   MSA          CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----         -------      ----------
C7261969 000     010      001        0521
OBJ-DETAIL 001

ACTIVITY   010                                                                      SUBTOTAL

C7261969 000     899      504        0100                                     21.60
OBJ-DETAIL 504                                                                21.60

ACTIVITY   899                                                                21.60 SUBTOTAL

C7261969 000     900      001        1090                                    212.29
OBJ-DETAIL 001                                                               212.29

ACTIVITY   900                                                               212.29 SUBTOTAL

C7261969 000     903      001        7430                                    229.63
OBJ-DETAIL 001                                                               229.63

ACTIVITY   903                                                               229.63 SUBTOTAL

C7261969 000     905      001        7364                                     35.36
OBJ-DETAIL 001                                                                35.36

C7261969 000     905      130        7300                                     46.50
OBJ-DETAIL 130                                                                46.50

ACTIVITY   905                                                                81.86 SUBTOTAL

C7261969 000     906      001        7310                                    198.94
OBJ-DETAIL 001                                                               198.94

ACTIVITY   906                                                               198.94 SUBTOTAL

C7261969 000     914      001        1090                                     42.96
C7261969 000     914      001        7700                                     17.68
OBJ-DETAIL 001                                                                60.64

ACTIVITY   914                                                                60.64 SUBTOTAL

C7261969 000     920      001        0631                                    152.25
OBJ-DETAIL 001                                                               152.25

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  09-26-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 09/22/90
                         FOR EXPENDITURE ACCOUNT C7261969
                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
ACTIVITY   920                                                           152.25 SUBTOTAL

C7261969 000    921      001        7000                                  23.53
C7261969 000    921      001        7200                               1,936.16
OBJ-DETAIL 001                                                         1,959.69

C7261969 000    921      136        0500                               1,073.66
OBJ-DETAIL 136                                                         1,073.66

C7261969 000    921      501        7200                                  23.00
OBJ-DETAIL 501                                                            23.00

C7261969 000    921      504        0100                                  22.00
C7261969 000    921      504        7200                                 470.80
OBJ-DETAIL 504                                                           492.80

ACTIVITY   921                                                         3,549.15 SUBTOTAL

C7261969 000    923      001        7530                                 768.28
OBJ-DETAIL 001                                                           768.28

ACTIVITY   923                                                           768.28 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                5,274.64

C7261969 001    903      001        7430                                 496.45
OBJ-DETAIL 001                                                           496.45

ACTIVITY   903                                                           496.45 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                  496.45

C7261969 011    050      001        0500
OBJ-DETAIL 001

ACTIVITY   050                                                                  SUBTOTAL

C7261969 011    899      299        0100                               3,907.97 ***
OBJ-DETAIL 299                                                         3,907.97

ACTIVITY   899                                                         3,907.97 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  09-26-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 09/22/90
                         FOR EXPENDITURE ACCOUNT C7261969

                                           CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--       ------ -------- ---------- ------ -----      -------      ----------
SUB-JOB    011 SUBTOTAL                                               3,907.97

EA         C7261969 TOTAL                                             9,679.06


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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REPORT NO: FMBL003-1                              OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE 376
SEQ: FEDERAL APPROPRIATION, FEDERAL                  FINANCIAL MANAGEMENT SYSTEM                                   RUN 11/12/86 22:34
     PROJECT, AGREEMENT, EA-SUBJOB                  OREGON STATE HIGHWAY DIVISION
                                                       FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 118

 AGREEMENT             TOTAL COSTS       AMOUNT      --PARTICIPATION--      AGREEMENT         FEDERAL    -ADJUSTMENT-          VOUCHER
   EA/SUBJOB             TO DATE      PREV CLAIMED    AMOUNT     PERCENT      AMOUNT            SHARE     AMOUNT  CODE          AMOUNT
FEDERAL PROJECT: BRM -3485-003

 F04102
   C10229   -000       61,290.10       63,719.76     61,290.10
   C10229   -001          272.69             .00           .00
   C10229   -010          295.65             .00           .00
   C10229   -011      271,464.70      188,323.43    260,522.29

 AGREEMENT TOTALS     333,323.14      252,043.19    321,812.39  80.00     631,818.00      257,449.91              .00          5,406.72

FED PROJ TOTALS       333,323.14      252,043.19    321,812.39            631,818.00      257,449.91              .00          5,406.72

FEDERAL PROJECT: BRM -4170-001

 F02432
   C3331952-000        21,429.70        9,008.75     21,429.70
   C3331952-011         8,565.60       14,961.89      8,565.60

 AGREEMENT TOTALS      29,995.30       23,970.64     29,995.30  80.00      46,296.00       23,996.24              .00             25.60

FED PROJ TOTALS        29,995.30       23,970.64     29,995.30             46,296.00       23,996.24              .00             25.60

FEDERAL PROJECT: BRM -4830-001

 F03999
   C2011997-000        25,594.37       19,508.00     25,594.37

 AGREEMENT TOTALS      25,594.37       19,508.00     25,594.37  80.00      26,400.00       20,475.50              .00            967.50

FED PROJ TOTALS        25,594.37       19,508.00     25,594.37             26,400.00       20,475.50              .00            967.50

FEDERAL PROJECT: BRM -7457-001

 F01918
   C3041961-001              .00             .00           .00
   C3041961-011            7.08-             .00          7.08-

 AGREEMENT TOTALS          7.08-             .00          7.08- 80.00            .00            5.66-     5.66-A                .00

FED PROJ TOTALS            7.08-             .00          7.08-                  .00            5.66-     5.66-A                .00

FEDERAL PROJECT: BRM -9022-010

 F02800
   C4261973-011        76,935.27       61,548.22     76,935.27
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REPORT NO: FMBL003-1                            OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE 377
SEQ: FEDERAL APPROPRIATION, FEDERAL               FINANCIAL MANAGEMENT SYSTEM                                 RUN 11/12/86 22:34
     PROJECT, AGREEMENT, EA-SUBJOB              OREGON STATE HIGHWAY DIVISION
                                                   FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 118

 AGREEMENT             TOTAL COSTS        AMOUNT        --PARTICIPATION--       AGREEMENT          FEDERAL      -ADJUSTMENT-          VOUCHER
   EA/SUBJOB             TO DATE       PREV CLAIMED      AMOUNT    PERCENT         AMOUNT            SHARE       AMOUNT  CODE           AMOUNT
FEDERAL PROJECT: BRM -9022-010

 F02800

 AGREEMENT TOTALS        76,935.27       61,548.22       76,935.27  80.00       61,548.22        61,548.22            .00                .00

 F03609
   C7261969-000           5,274.64        3,927.07        5,274.64
   C7261969-001             496.45             .00             .00
   C7261969-011           3,907.97        3,399.82        3,907.97

 AGREEMENT TOTALS         9,679.06        7,326.89        9,182.61  80.00        7,326.89         7,346.09          19.20 B              .00
FED PROJ TOTALS          86,614.33       68,875.11       86,117.88              68,875.11        68,894.31          19.20 B              .00
FEDERAL PROJECT: BRM -9022-012

 F03854
   C10144  -000          51,834.27       45,404.25       51,834.27
   C10144  -001             113.68             .00             .00
   C10144  -010             466.40             .00             .00
   C10144  -011       2,174,608.61    1,580,879.05    2,078,573.92

 AGREEMENT TOTALS     2,227,022.96    1,626,283.30    2,130,408.19  80.00    1,683,655.00     1,704,326.55      20,671.55 B        57,371.70
FED PROJ TOTALS       2,227,022.96    1,626,283.30    2,130,408.19           1,683,655.00     1,704,326.55      20,671.55 B        57,371.70
FEDERAL PROJECT: BRM -9032-001

 F03698
   C10052  -000          12,020.91        7,742.03       12,020.91
   C10052  -001             118.94             .00             .00
   C10052  -011          85,000.54       69,875.13       85,000.54
   C5341024-011                .00             .00             .00

 AGREEMENT TOTALS        97,140.39       77,617.16       97,021.45  80.00       78,065.00        77,617.16            .00                .00
FED PROJ TOTALS          97,140.39       77,617.16       97,021.45              78,065.00        77,617.16            .00                .00
FEDERAL PROJECT: BRM -9366-003

    32
    261958-000               86.75           69.40           86.75
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1231

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	726	1966	298	00 N	9	937.10	10,986.97	10,986.97
	726	1966	901	00 P	1	499.14	7,037.64	7,037.64
	726	1966	902	00 P	1	120.12	1,398.81	1,398.81
	726	1966	903	00 P	1	3,318.50	4,401.03	4,401.03
	726	1966	906	00 P	1		101.61	101.61
	726	1966	915	00 P	1	2.43CR	538.83	538.83
	726	1966	918	00 P	1		3.96	3.96
	726	1966	936	00 P	1	276.65	2,420.87	2,420.87
	726	1966	936	00 N	1	53.90	258.90	258.90
	726	1966	938	00 P	1	3.91CR	1,231.17	1,231.17
			TOT	P1		4,208.07	17,133.92	17,133.92
			TOT	N1		53.90	258.90	258.90
			** JOB TOTALS **			4,261.97 **	17,392.82 **	17,392.82 **
13TH & GERTZ IND. ACCESS CONT NO FA PROJ NOS XI 0000065 100 STATE								
	726	1967	296	00 N	9	63.34CR	1,108.39CR	1,108 39CR
	726	1967	298	00 N	9	63.34	1,108.39	1,108.39
	726	1967	901	00 P	1	106.22	750.65	750.65
	726	1967	910	00 P	1	34CR	76.69	76.69
	726	1967	918	00 P	1		7.28	7.28
	726	1967	923	00 P	1	98CR	217.44	217.44
	726	1967	935	00 P	1	.33CR	73.15	73.15
	726	1967	938	00 P	1	144.37	427.72	427.72
			TOT	P1		248.94	1,552.93	1,552.93
			** JOB TOTALS **			248.94 **	1,552.93 **	1,552.93 **
NW PORTLAND CIRCULATION CONT NO FA PROJ NOS XI0 0000068 100 STATE								
	726	1968	296	00 N	9		6.35CR	6.35CR
	726	1968	298	00 N	9		6.35	6.35
	726	1968	918	00 P	1		7.47	7.47
			TOT	P1			7.47	7.47
			** JOB TOTALS **			**	7.47 **	7.47 **
AUDUBON SOC BLDG-TUNNEL#1 CONT NO FA PROJ NOS 8RM 9022010 100 STATE								
	726	1969	296	00 N	9		480.00CR	480.00CR
	726	1969	298	00 N	9		480.00	480.00
	726	1969	901	00 P	1	16.17	505.46	505.46
	726	1969	905	00 P	1	201.70	893.96	893.96
	726	1969	906	00 P	1	99.81	1,831.11	1,831.11
	726	1969	913	00 P	1	.31CR	68.20	68.20
	726	1969	918	00 P	1		8.30	8.30
	726	1969	920	00 P	1	.04CR	9.11	9.11
	726	1969	921	00 P	1	.66CR	146.29	146.29
	726	1969	923	00 P	1	.32CR	69.58	69.58
	726	1969	933	00 P	1	1.69CR	374.23	374.23
	726	1969	938	00 P	1	.13	1.73	1.73

726-1969

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985        PAGE 1232

                                                                             FISCAL          GRAND TOTAL
     DESCRIPTION                     PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE

                                                 TOT     P1           314.79          3,907.97         3,907.97
                                              ** JOB TOTALS **        314.79  **      3,907.97  **     3,907.97  **

  UPRR @ MACUM AVE (PORTL'D)        CONT NO      FA PROJ NOS RRP 000S055 100                                          STATE
                                      726    1971    296     00 N 9                        2.53CR           2.53CR
                                      726    1971    298     00 N 9                        2.53             2.53
                                      726    1971    903     00 P 1                        2.81             2.81
                                      726    1971    905     00 P 1          2.70          2.70             2.70
                                                 TOT     P1                  2.70          5.51             5.51
                                              ** JOB TOTALS **               2.70  **      5.51  **         5.51  **

  BNRR & PTR X'ING @ NW 14          CONT NO      FA PROJ NOS RRP 000S054 100                                          STATE
                                      726    1972    296     00 N 9                        2.53CR           2.53CR
                                      726    1972    298     00 N 9                        2.53             2.53
                                      726    1972    903     00 P 1                        2.81             2.81
                                      726    1972    905     00 P 1          1.80          1.80             1.80
                                                 TOT     P1                  1.80          4.61             4.61
                                              ** JOB TOTALS **               1.80  **      4.61  **         4.61  **

                                        MAJOR CLASS 19 TOTALS      1,192,595.22    14,312,993.99    90,248,001.92

  BARTON-ESTACADA RR R/W            CONT NO      FA PROJ NOS                                                          STATE
                                      003    2001    [illegible] 00             20.76         20.76            20.76
                                      003    2001     03     00                 32.68      1,352.07         1,352.07
                                      003    2001    625     00                364.89      2,180.02         2,180.02
                                      003    2001    909     00                 54.31        429.37           429.37
                                              ** JOB TOTALS **                472.64  **   3,982.22  **     3,982.22  **

  CAMP RILEA-SEASIDE SEC            CONT NO      FA PROJ NOS                                                          STATE
                                      004    2024    401     00                                                150.00
                                      004    2024    407     00                                                 74.33
                                      004    2024    412     00                   .41CR       214.28           486.28
                                      004    2024    413     00                               221.61           221.61
                                      004    2024    414     00                  3.26CR       722.21         1,371.22
                                      004    2024    930     00                 27.87         151.86           258.44
                                              ** JOB TOTALS **                 24 20  **   1,309.96  **     2,561.88  **

  OSWEGO CRK SLIDE                  CONT NO      FA PROJ NOS                                                          STATE
                                      004    2025    401     00            107,200.00     238.200.00       238,200.00
                                      004    2025    403     00            115,850.00     396,950.00       396,950 00
                                      004    2025    404     00                            38,500.00        38,500.00
                                      004    2025    407     00                899.02      4,964.21         4,964.21
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985          PAGE 1088
                                                                              FISCAL           GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                               426   1968       903       00 P 1                   1,154.77          1,154.77
                                                TOT       P1                       1,154.77          1,154.77
                                                TOT       N9                       1,154.77CR        1,154.77CR
                                             ** JOB TOTALS **           **                **                **

  NE HALSEY @ NE 181ST ST      CONT NO       FA PROJ NOS HES 9858004 100                                         STATE
                               426   1969       598       00 N 9                     891.80CR          891.80CR
                               426   1969       903       00 P 1                     891.80            891.80
                                                TOT       P1                         891.80            891.80
                                                TOT       N9                         891.80CR          891.80CR
                                             ** JOB TOTALS **           **                **                **

  PRTLD (I-205) NE 181ST AVE   CONT NO       FA PROJ NOS X10 9964001 100                                         STATE
                               426   1970       598       00 N 9     29,526.03CR     56,982.50CR       56,982.50CR
                               426   1970       903       00 P 1     29,526.03       56,982.50         56,982.50
                                                TOT       P1         29,526.03       56,982.50         56,982.50
                                                TOT       N9         29,526.03CR     56,982.50CR       56,982.50CR
                                             ** JOB TOTALS **           **                **                **

  N MARINE DR                  CONT NO       FA PROJ NOS X10 9962001 100                                         STATE
                               426   1971       598       00 N 9      6,856.51CR     11,437.53CR       11,437.53CR
                               426   1971       903       00 P 1      6,856.51       11,437.53         11,437.53
                                                TOT       P1          6,856.51       11,437.53         11,437.53
                                                TOT       N9          6,856.51CR     11,437.53CR       11,437.53CR
                                             ** JOB TOTALS **           **                **                **

  NE 13TH&GERTZ-INDUST ACCS    CONT NO       FA PROJ NOS XI  0000065 100 XI  0000065                             STATE
                               426   1972       598       00 N 9      5,823.29CR     14,502.15CR       14,502.15CR
                               426   1972       903       00 P 1      6,850.93       17,061.35         17,061.35
                               426   1972       903       00 N 2      1,027.64CR      2,559.20CR        2,559.20CR
                                                TOT       P1          6,850.93       17,061.35         17,061.35
                                                TOT       N2          1,027.64CR      2,559.20CR        2,559.20CR
                                                TOT       N9          5,823.29CR     14,502.15CR       14,502.15CR
                                             ** JOB TOTALS **           **                **                **

  AUDUBON SOC BLDG-TUN#1-CORNEL CONT NO      FA PROJ NOS BRM 9022010 100 BRM 9022010                         STATE
                               426   1973       598       00 N 9                     51,699.18CR       51,699.18CR
                               426   1973       903       00 P 1                     64,623.98         64,623.98
                               426   1973       903       00 N 2                     12,924.80CR       12,924.80CR
                                                TOT       P1                         64,623.98         64,623.98
                                                TOT       N2                         12,924.80CR       12,924.80CR
                                                TOT       N9                         51,699.18CR       51,699.18CR
                                             ** JOB TOTALS **           **                **                **
```

jc cc: OSHD (Rulien)
OSHD (m. Smith, REgion 1)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 3 '86

REFER TO
Fredricksson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7/7

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
IN COMPANY WITH S. Ghezzi, Fred Veith and Richard Dusa; Multnomah County			
DATE OF INSPECTION 6-4-86	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer C. T. Christianson, Area Engineer		PROJECT NO. BRM-9022(10)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK See Below	TIME ELAPSED 30 %	WORK COMPLETED 23 %

N. W. CORNELL ROAD
TUNNEL 1 - AUDOBON SOCIETY BLDG.
Grading, Paving, Structures

This project was inspected to determine the project status and the rock anchoring progress.

Completed work:

Br No. 11037 (1B) - Substructure - complete. Rock anchors are placed but not stressed.

Superstrucutre - Steel beams are in place and diaphragms are partially bolted.

Viaduct Wall No. 51C35A(1V) - Piles are driven and one anchor drilled.

Bridge No. 11039A(2B) - Substructure - complete. Rock anchors are placed but not stressed.

Viaduct Wall No. 51C36A(2V) - 8 piles are driven through the deck (35' - 60' long).

Bridge No. 11040A(3B) - East - About 80% complete. Wings are not complete. Bents 1 and 2 are complete. 2 anchors are drilled but not stressed. West abutment - complete except for some wall wings.

Bridge No. 11041A(4B) - All piles are driven. Bent 2 cap is partially formed.

Work in Progress

Bridge 3 - Bent 1 - 6 men are drilling in the rock anchors.

Form FHWA-1446A
(Rev. 2-84)

Bridge 4 - Bent 2 - 2 men are tieing reinforcement.

4 men and a rig are removing the old bridge bent.
West end of Bridge #4 - 3 men and a rig are demolishing the old bridge.

General Comments

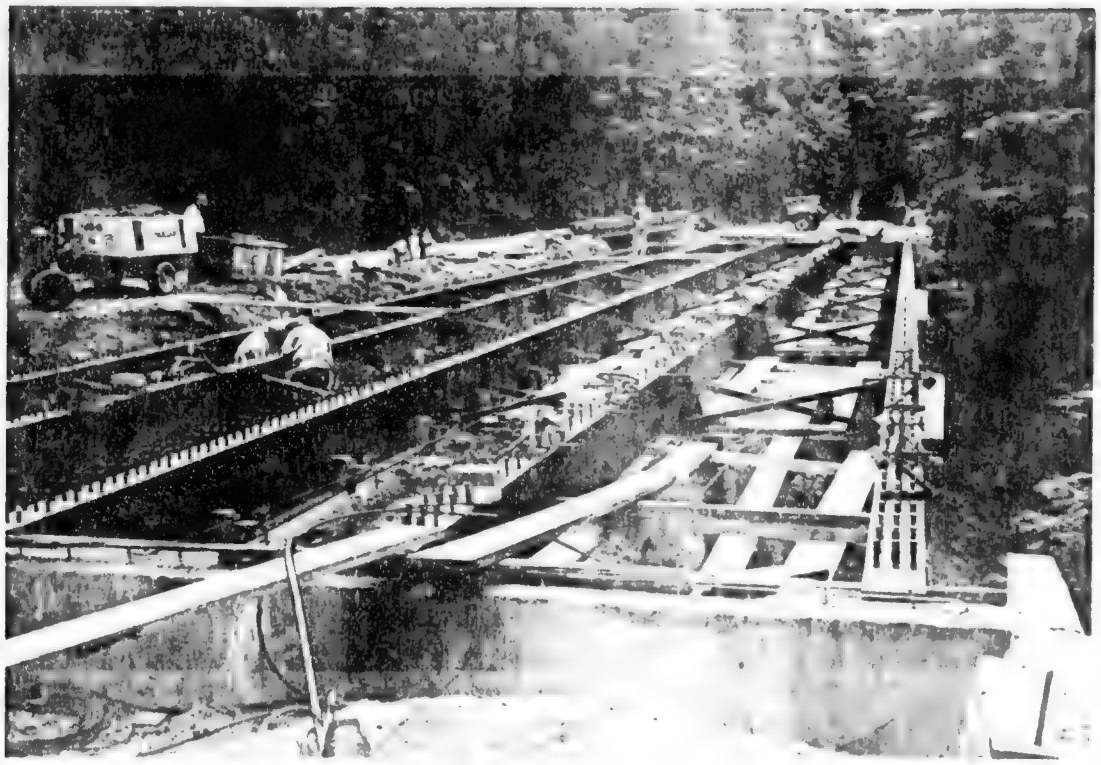
Bridge #4 - The west abutment rock was lower than expected and a dead man system was installed to compensate for the point of fixity.

Time - The work completed is lagging behind the time; however the initial work requires time consuming methods to advance the project sufficiently for work on the major cost items. This is not considered critical at this time.

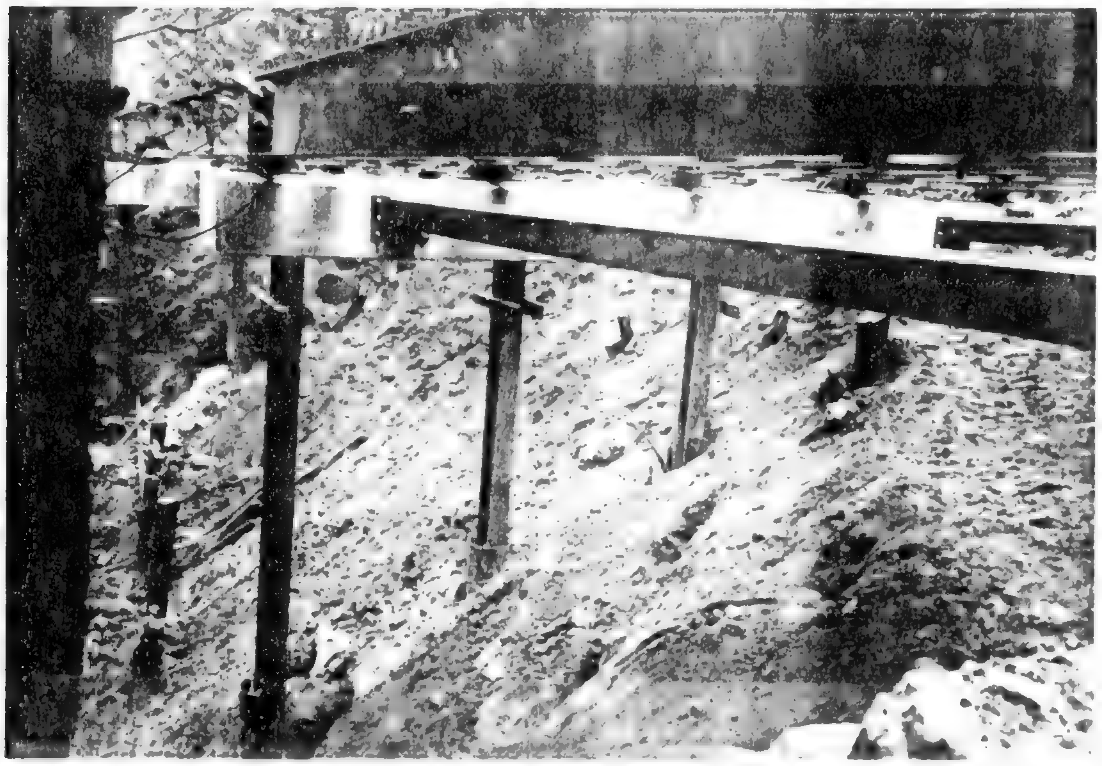
Changes - Below are changes that have been necessary to properly complete the project and have been reviewed by the State.

P.A.#	CHANGE ORDERS as of May 31, 1986	AMOUNT	
1	Substitute "Corbra-head dropglass"	0.00	
2	Non-installed signs	446.40	
3	Reinforce Col #l E. abt Bridge #1	611.00	
4	Add fence w/concrete barriers	572.00	
5	Reinforce Col #1 W. abt Bridge #2	611.00	
6	Class 3300 shaft fill	365.00	
7	Delete abut ties Br #1 - east approach Br #2 - west approach	(3,314.61)	credit
8	Furnish & place additional rebar Br #1 - Bent #1 & Br #2 - Bents 1 & 2	75.82	
9	Reinforce Col 1 & 6 E. abt Bridge #3	2,199.60	
10	Bridge #2 East & West abutments	818.24	
11	Bridge #4 Bent 1 & 2 revision rebar	135.02	
12	Mobilize for additional shaft Bt #2 - Br #3	907.00	
13	Extra material to strengthen columns (not used & purchased by County)	Non-Part	
14	Bridge #3 west abutment modification	(1,410.05)	credit
15	Bridge #4 west abutment modification	(629.81)	credit
16	Bridge #3 west abutment deadman tieback	2,336.50	
17	Coat struts w/tarset max Build II	2,306.85	
18	Bridge #4 west abutment tieback addition	2,434.27	

EWO #		
1	Drilled shaft re-alignment	1,300.00

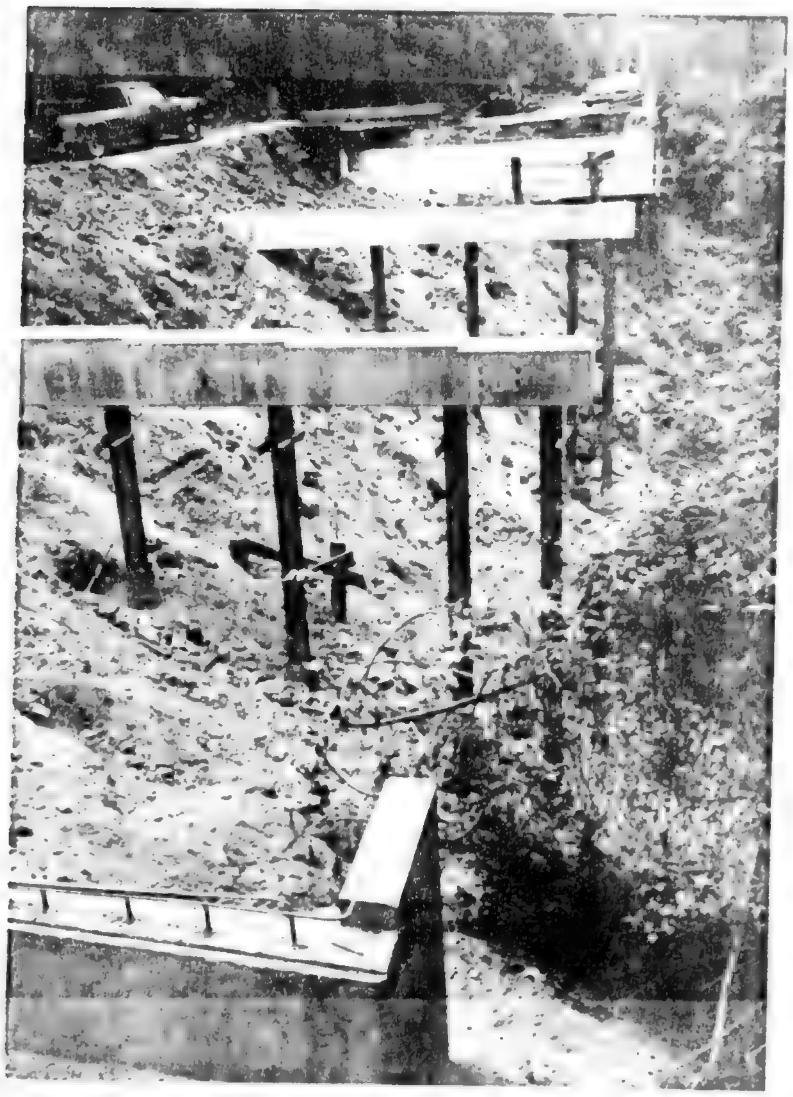


No. 1 Bridge #1

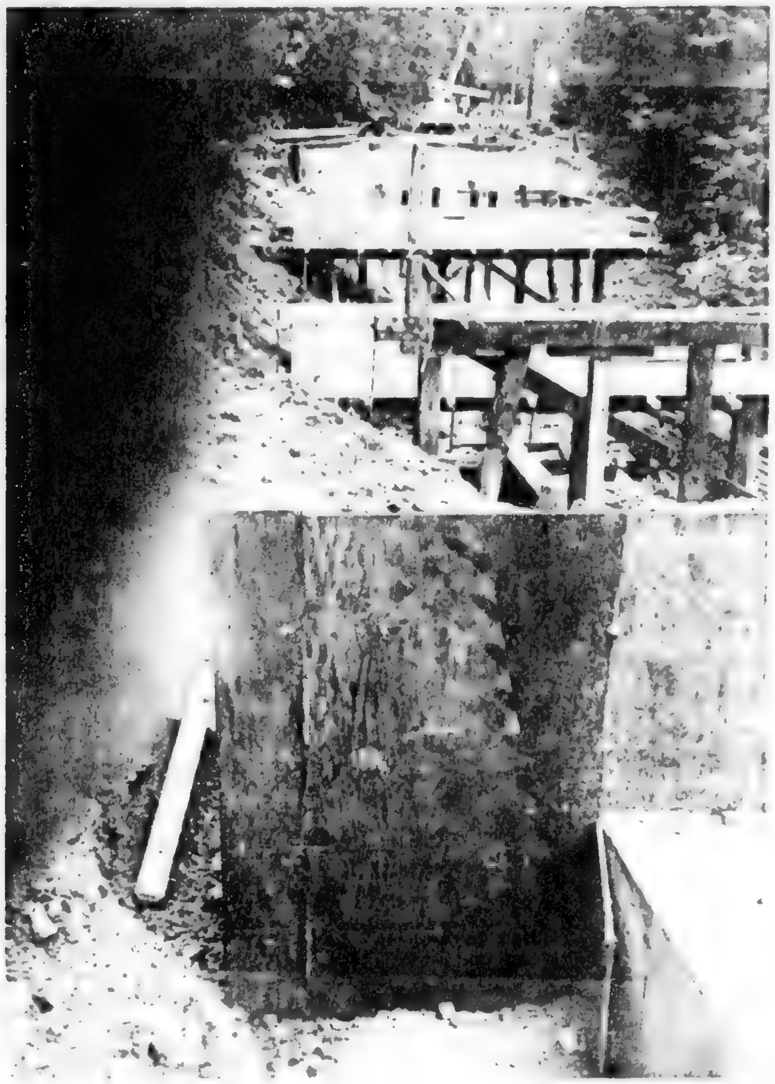


No. 2 Bridge #1. Tie between abutment and bent.

No. 2A. Viaduct #1. Piles driven.

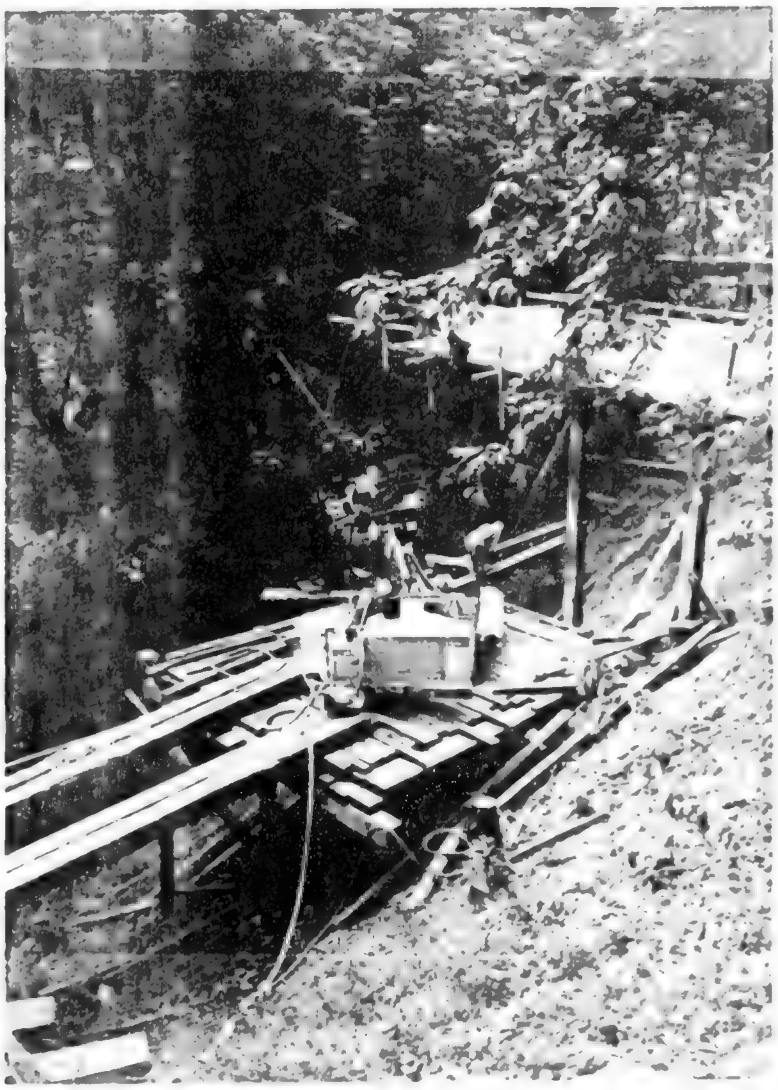


No. 3. Bridge #2

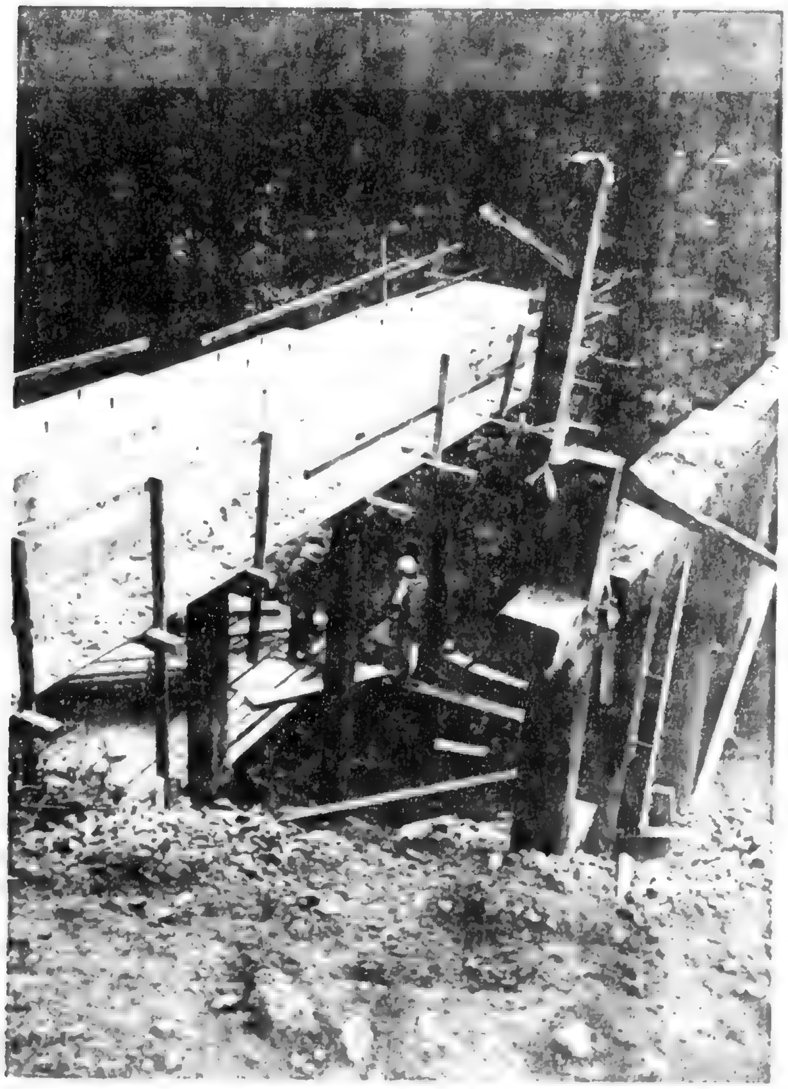


No. 4. Bridge #3, looking west.

No. 5. Bridge #3, Bent 1.
Rock anchor drilling operation.



No. 5A. Rock anchor in place after drilling is complete.



No. 6. Bridge #3.
Bent #1 rock anchor drilling.

jc c OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STAT. HWY ENGR
JUN -6 '86
REFER TO
Fredrickson

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Dick Dusa, Multnomah County and Mike Smith, OSHD

DATE OF INSPECTION May 27, 1986	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. BRM-9022(12)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 13 %	WORK COMPLETED 10 %

TUNNEL NO. 1 - AUDOBON SOCIETY BLDG.
N. W. CORNELL ROAD
Grading, Paving and Structures

NOTED
W. E. SCHWARTZ

This project provides for the construction of three new bridges, two half bridges, a retaining wall and associated approach grading and paving.

At the time of the inspection the contractor was working on the substructures of several of the structures.

The project manager advised there is approximately 1,500 to 2,000 yards of structural excavation on this project. The structural excavation varies from solid rock to fragmented rock and soil containing a high volume of large boulders. The structure excavation is not suitable for backfilling and the project manager has directed the contractor to dispose of the material. All of this project lies within Macleay Park. There are no embankments to be constructed and no place to waste the unsuitable structure excavation. The contractor is hauling the unsuitable structure excavation to a waste area off of the project. Section 251 of the Special Provisions states that structure excavation for the half viaducts which is unsuitable, becomes the property of the contractor and is to be removed at his expense. However, Section 251 does not address the structure excavation for the four bridges and a retaining wall. Section 251 of the green book limits payment for structure excavations to a neat section. Section 251.92 states that payment for structure excavation also includes the cost of removing any surplus material which may have been thrown up during the process of excavation and will include the cost of backfilling the amount of material equal to the amount of excavation.

After studying the specifications it was agreed the State will pay for the neat line structure excavation only. The contractor will not be reimbursed for the overbreak. Since it is necessary for the contractor to waste this material off the project limits it was agreed the State would pay for removing the quantity of structural excavation paid for (neat line only). The contractor will have to bear the cost of removing the overbreak. Also, since the structure excavation is not suitable for backfill it is agreed the State will pay the actual cost of importing a suitable material for backfill. No additional payment will be made for the cost of placing and compacting the backfill material since that has already been paid for under the structure excavation item.

The project manager advised that the contractor has stated he will claim for additional compensation for removing the overbreak structure excavation. That is the contractor's prerogative. At this time I see no justification for that claim.

- TPL -

10,144

STATE OF OREGON

INTEROFFICE MEMO

DES 23

TO: Curt Duval
Location Engineer

DATE: March 18, 1986

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: N.W. Cornell Road at N.W. 29th Avenue and Vicinity
(Portland) Section
N.W. Cornell Road
Multnomah County

PROGRAM SECTION
MANAGER RESOURCE UNIT
FA UNIT PROGRAM UNIT
MAR 1, 1986
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

We have reviewed the structure details and related items for the subject project and have the following comments:

> Coordination of work for the subject project with the work on the Tunnel 1-Audubon Society Building Section project presently underway is required so as not to restrict access for the present contractor. During work on the upper wall emergency vehicles will use a 12 foot lane provided for under Section 107.18. This lane should also be provided for use by the present contractor.

Comments concerning the upper wall are as follows:

> Support of the existing rock retaining wall during placement of the piles and cap beam appears to be covered in the Special Provision, but the problem of supporting the wall against lateral and, in particular, vertical movement appears greater than might be anticipated after excavation under the wall base as shown. Shaft drilling operations may subject the wall to significant impacts from vibrations and expelled soil from the casings. The responsibility for correcting the wall's integrity and position may be the City's if excavation cannot be performed and retained to the neat lines under the wall as shown resulting in the wall undergoing displacements.
>
> If the soil on the outside or downhill slope continues to creep away from the wall, the wall shall have to maintain its integrity while being supported on its inside fence.
>
> Are the structure excavation pay limits as defined in the Standard Specifications applicable to the upper wall work or shall special limits be indicated on the drawing?
>
> In the anchor wall end of the ties, additional rebar should be placed in the area of the No. 9 bar hooks to aid in distributing the tie load into the anchor wall.
>
> Special wall backfill appears in the Bid Schedule but the drawings do not show the location of placement on the upper wall or the lower wall.

81-125-1387

Comments concerning the lower wall are as follows:

Full excavation at the wall toe as shown on the drawings, removal of a portion of the wall toe, driving piling and pouring concrete on the wall toe are all operations that may effect the wall stability before the underpinning becomes effective. No limits on operations besides surcharge loading appear on the drawings or in the Special Provisions. If there are construction conditions during which the wall appears to be unstable as indicated in the Geotechnical Exploration and Studies, then we suggest investigating placing a temporary support system on the drawings or placing limits on the construction operations.

Payment for core drilling four inch diameter holes in the wall does not appear to be included in any of the pay items for the wall.

A No. 5 hoop placed around each pile clear of the bottom of the footing might better tie the new concrete to the existing footing.

To reduce the drilling required, the No. 3 dowels could be replaced by a lesser number of larger bars. All bar placement requiring drilling shall call for epoxy grouting.

To reduce forming costs, consider making continuous the 8 inch by 2 foot section pour at the vertical face of the wall toe if additional weight on the wall is acceptable.

Two air escapement holes in the plates welded to the top of the HP sections would better assure sound concrete under the plates.

JGB:drh

cc: Gary Potter
    Bob Pool
    Dave Simpson

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

January 16, 1986

IN REPLY REFER TO
HFO.6-OR/

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project BRM-9022(12)
Audubon Society Building - Tunnel No. 1
Cornell Road - Multnomah County

This will acknowledge receipt of Mr. Potter's December 10, 1985 letter transmitting the county's revised value computation for county-furnished steel. This will also supplement our October 23, 1985 approval letter and confirm our PS&E approval of this item.

The steel quantity of 322,600 pounds has been taken from final bridge design plans and the value of $255,790 has been taken from the revised county computation as supported by invoices. Your revised project agreement estimate is on file reflecting these changes. These documents have been reviewed by our bridge and area engineers and they support our approval.

Sincerely yours,

G. K.
for
Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Prgm Mgmt)

NOTED
LARRY RULIEN

Orig to
1/21

RECEIVED
STAT. HWY ENGR
JAN 21 '86
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

Con 21-8
[illegible]

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES DATE: December 13, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Amendment to November 7, 1985 Bid Letting

This is an additional informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 7, 1985 on the following projects:

1. Burnt Woods-Dudlee Hill Section
   Corvallis-Newport Highway
   Benton and Lincoln Counties
   Grading, Paving and Landscaping
   Postponed from October 24, 1985

   Roadway shoulders adequately accommodate bicycles.

2. N.W. Front Ave.-N.W. Yeon Ave. Connection
   26th Avenue (Portland)
   Multnomah County
   Grading, Paving, Structure, Signing,
   Illumination and Signals
   Postponed from October 24, 1985

   Sidewalks, ramps and pedestrian signals will be provided for bicycle and pedestrian traffic.

3. Tunnel #1, Audubon Society Building Section
   N.W. Cornell Road
   Multnomah County
   Grading, Paving and Structures
   Postponed from October 24, 1985

   Bicycle and pedestrian facilities are incorporated in the project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10,144

December 11, 1985

CON 5 - 10,144

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,144 for work on the Tunnel #1 - Audubon Society Building Section of N.W. Cornell Road in Multnomah County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Hansen & Rowland
P. O. Box 1633
Tacoma, WA 98401

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith, Liaison

Stan Ghezzi
Multnomah County
2115 S. E. Morrison St.
Portland, OR 97214

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

November 12, 1985

Office of Commission Service
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Tunnel #1 - Audubon Society Building

In compliance with Paragraph 5 of the supplemental Required Provisions for the above job, we offer the following documentation of our utilization of MBE & WBE firms.

MBE - Rainier Steel Inc.
101 Lund Road S.W.
Auburn, Washington 98001

Items 34, 35, 37, 41, 56, 57, 59, 63, 77, 78, 80, 84, 99, 100, 102, 106, 114, & 124
Reinforcing steel furnished & installed - (some items are partial)

$138,047.25

MBE GOAL = 5% x $1,636,830 = $81,841.50

WBE - Woodburn Masonry Inc.
1329 James Avenue
Woodburn, Oregon 97071

Items 19, 22, 44, 66, 87, 108
Stone masonry

$55,825.00

WBE GOAL = 1% x $1,636,830 = $16,368.30

Our utilization exceeds the goals in each case, we request your approval of our documentation.

Jack Hamilton
JACK HAMILTON
EEO/MBE/WBE LIAISON OFFICER

CC: JS
Job File

RECEIVED
NOV 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,144

November 18, 1985

PRO

Larry F. Nicholas, P.E.
County Engineer
Engineering Services
2115 SE Morrison Street
Portland, OR 97214

Subject: Audubon Society Building-Tunnel #1
Project No. BRM-9022(12)
Multnomah County

Dear Mr. Nicholas:

On November 7, 1985 the State Highway Division received a satisfactory bid from Hamilton Construction Company, P.O. Box 659, Springfield, Oregon 97477 on the subject project.

This project is a Highway Bridge Replacement (HBR) project and per our Agreement No. 8192 and our Local Government Agreement, the County is requested to deposit the balance of their share of the remaining construction cost as computed below:

	Participating	Non Participating
Contractors Bid	$1,602,755.00	$ 34,055.00
Anticipated Items		
Striping, Erosion Control, Seeding, and Mulching	4,000.00	
County Furnish Structural Steel	261,900.00	
EEO Monitoring (0.5%)	8,013.77	
SUBTOTAL	$1,876,668.77	$ 34,055.00
Contingencies (4-1/2%)	84,450.09	
Engineering (8%)	150,133.50	
TOTAL CONSTRUCTION COST	$2,111,252.36	$ 34,055.00
Less Federal Funds (80%)	(1,689,001.89)	
State Share 1/2 Balance	(211,125.24)	
Plus Nonparticipating County Cost	34,055.00	
Less County's AD #85-116	(127,000.00)	
Less County's Deposit on Steel	(26,190.00)	
Less County's Deposit on Engineering	(15,013.35)	
COUNTY'S BALANCE DUE	$ 76,976.88	
COUNTY'S SHARE & ADVANCE DEPOSIT	$ 77,000.00	

Deposit # 904,000 LGIP 11/26/85 mKS

11/27/85 Account # 4640

We will award the contract when we receive your advance deposits, $127,000 and $77,000 and the DBE/WBE goals have been cleared. Please submit your advance deposit described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments
bcc: w/AD #85-132 Wayne Schulte, Metro Region
Vern Skoog, Please return completed AD #85-132 when advance deposit is received.
Gary Potter
Don Trout

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

October 23, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project BRM-9022(10)
Audobon Soc. Bldg. - Tunnel No. 1 Sec.
N. W. Cornell Road
Multnomah County

As requested by Mr. Hart's October 18, 1985, letter this will confirm our September 19, 1985 verbal approval to utilize County furnished structural steel in this project.

We have reviewed the design and agree that incorporation of this material is in the best interest of the public.

Sincerely yours,

Christianson

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
OCT 24 '85
REFER TO
Hunter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☒ File ☐

OSHD (W. Hart, Bridge)
OSHD (G. Potter, Program)

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9022(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40284

6 TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE June 28, 1985

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Audobon Society Bldg. - Tunnel No. Section - BR #11037-140900000; 11039-140900000; 11040-140900000; 11041-140902200; 51C35-149000001 and 51C36-1409000001

11. GENERAL DESCRIPTION OF WORK

Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 10-1-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $1,932,684; Federal Funds $1,617,663..

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing

14. DATE 10/8/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoosner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,144

October 7, 1985 PRO

Larry F. Nicholas, P.E.
County Engineer
Engineering Services
2115 SE Morrison Street
Portland, OR 97214

Subject: Audubon Society Building-Tunnel #1
Project No. BRM-9022(12)
Multnomah County

Dear Nicholas:

On October 24, 1985 bids will be taken by the State Highway Division on the subject project. This project is a Highway Bridge Replacement (HBR) project, and as per our agreement No. 8192 and our local government agreement, the county is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$1,700,000
Less Federal Fund (80%)	(1,360,000)
Less State Share 1/2 Balance	(170,000)
Plus Non Participating County Cost	25,000
65% of County's Share & Advance Deposit	$ 127,000

We will award the contract when we receive your advance deposit in the amount of $127,000 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator

MKS:bkb
Attachments
bcc: w/AD #85-116
Wayne Schulte, Metro Region
Vern Skoog, Please return completed AD #85-116 when advance deposit is received.
Gary Potter
Don Trout

726-1969

STATE OF OREGON

INTEROFFICE MEMO

TO: RICK KUEHN
Final Design Engineer

FROM: CURT DUVAL
Location Manager

Curtis H. Duval

DATE: August 14, 1985

SUBJECT: Audubon Society Building - Tunnel #1
N.W. Cornell Road
Multnomah County

RECEIVED
AUG 16 1985
ROAD DESIGN SECTION

RDE
FDE
LE
SE
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Copy All
Return To
B/U

Multnomah County has completed the design of the subject project. Transmitted are the mylar plans, engineer's estimate and "camera-ready" specifications. The County anticipates no changes in the specifications, but if corrections are required, the County will produce the corrected sheets. Also submitted is a copy of the Stonework Design Study for the Environmental Section to review. Please note in the engineer's estimate that the percentages used for calculating engineering and contingencies costs are excessive and should be modified. Also, an exception to the "camera-ready", page 1 of the specifications states that bids will be opened September 19, 1985. This will need to be changed to the October bid letting date. Walt Hart's section has previously reviewed the plans for the project. Please proceed with the preparation of final contract plans and specifications.

CD:DS:po

cc: Walt Hart
Duane Christensen
Gary Potter
Bob Pool
Ted Litchfield
Dave Simpson

Attachments

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23

July 22, 1985

RECEIVED
JUL 24 1985
ROAD DESIGN SECTION

Larry F. Nicholas, P.E.
County Engineer
Engineering Services
2115 S.W. Morrison St.
Portland, OR 97214

Tunnel #1-Audubon Society Bldg.
Section
N.W. Cornell Road
Multnomah County
BR 11037A, 11039A, 11040A, 11041A

Your recent set of plans of the subject project submitted for PS&E were reviewed by FHWA. Concerns were expressed about a number of items that should be addressed.

Participation of HBR monies in this project will be limited to bridge replacement items and to a reasonable portion, as determined by FHWA, of non-related bridge items necessary for connection to a bridge replacement.

Following is a summary of items with locations on the project that are eligible for participating HBR monies:

Station 19+00 to Station 21+36
    Only 1½-inch asphalt concrete overlay

Station 21+36 to Station 25+00
    Replacement of Br. No.11037A
    Modification of Br. No. 51C35A
    Reinforced concrete retaining wall at 23+25 to 24+12
    Removal and/or relocation of existing stone masonry
    All items related to the roadway

Station 25+00 to Station 28+21
    No items included

NOTED
W.J. HART

Form 734-3122

Station 28+21 to Station 34+35
- Replacement of Br. No. 11039A
- Modification of Br. No. 51C36A
- Replacement of Br. No. 11040A
- Removal and/or relocation of existing stone masonry
- All items related to the roadway

Station 34+35 to Station 35+34
- Only 1½-inch asphalt concrete overlay

Station 35+34 to Station 37+87
- Replacement of Br. No. 11041A

Station 37+87 to Station 40+50
- Only 1½-inch asphalt concrete overlay

The bearing devices with the restrainers appear to be more elaborate than necessary for rolled beam spans. The quantity of material and the extensive welding could make these bearing devices cost more than necessary. AASHTO Art. 10.29 requires a minimum of two anchor bolts at each bearing of each outer beam of rolled beam spans. At these two locations, bearings and both lateral and vertical movement restraining devices could be placed with the interior girders requiring only bearings. It appears that less costly elastomeric bearing pads without stainless steel sliding surfaces would be adequate as bearings for the majority of the spans.

The cross frames in the rolled beam spans appear to be more than adequate. The gussets as detailed are a substantial piece of steel that should be reduced in size. Filler plates should be eliminated if not required.

The need for the grade beams is in question. If the grade beams serve as column bracing, can the same bracing requirement be accomplished at less cost with a steel member placed just above the slope? This would also reduce the area of possible active earth loading on the bents.

Are the rock anchors used at the bridges and viaducts a requirement for the structures' stability, and if so are they implemented in a way that the maximum strength of the anchors can be utilized? Please explain the need for the rock anchors and how they will function as part of the structures.

The amount of rebar in some of the abutment and bent pile caps appears to be greater than would be expected for the loading conditions. The caps in particular are those where the girder reaction is applied at or near the pile location.

Please send corrected plans to be forwarded to FHWA.

Walter J. Hart, P.E.
Bridge Engineer

JGB

JGB:cma

cc: **Wayne Schulte - Metro Region**
Herb Schell - FHWA

NOTED
K. KAMADOLI

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9022(12)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40284
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 28, 1985
8. FEDERAL ROUTE NUMBER FAU 9022
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Audobon Society Bldg. - Tunnel No. Section - Br #11037-140900000; 11039-140900000; 11040-140900000; 11041-140902200; 51C35-1409000001 and 51C36-1409000001.

11. GENERAL DESCRIPTION OF WORK

Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $1,587,999; Federal Funds $1,270,399.

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO Potter
FOR
Info | Inves | R/D | J.R | ign | ct | File

Orig. to
7/5

14. DATE 6-28-85
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,144

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 26, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40284
Project No. BRM-9022(12)
Audubon Society Bldg.-Tunnel No. 1 Sec.
N.W. Cornell Road
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 19, 1985.

DRH:bkb
Attachments
cc: E.L. Hardt, Metro
Wayne Schulte, Metro
Gary Zehner, w/attach.
General Files

Form 734-3122

W

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

June 26, 1985

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St., NW Cornell Road	ADT	PRESENT 4,300	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Structures (4)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) BRM-	NUMBER 9022	SEQ. NO. (12)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement	COUNTY NAME Multnomah				CODE 051	
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9022 UM	STATE City St.	U.S. ----		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1												
5					PE							
5					ROW							
5					CONST (CODE) X031	(09)	"Audubon Society Bldg.- Tunnel No. 1 Sec."	0.148	1,657,000	1,325,600		331,400

CARD 1	CODE 1	PREPARED BY DRH:bkb	PROJECT TOTALS	0.148	1,657,000	1,325,600		331,400
1	14	PROGRAM APPROVAL DATES 9-20-84						

REMARKS
Additional Data: Item No. 40284; Proje
No. BRM-9022(10).

Key #02463

-0

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

O.

FORM PR-1
(REV. 4-61)

June 26, 1985

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., NW Cornell Road		4,300	----	----	10	Oregon	41	118	40284

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ructures (4)								BRM-	9022	(12)		

AL FUNDS Bridge Replacement

COUNTY NAME Multnomah CODE 051

PROGRAM STAGE ☐ 1 OR ☐ 2

AREA Portland

ROUTE NO. U FEDERAL-AID 9022 UM STATE City St. U.S. ----

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X031	(09)	"Audubon Society Bldg.-Tunnel No. 1 Sec."	0.148	1,657,000	1,325,600		331,400	
ARED BY	DRH:bkb		PROJECT TOTALS	0.148	1,657,000	1,325,600		331,400	

GRAM APPROVAL DATES 9-20-84

REMARKS
Additional Data: Item No. 40284; Project No. BRM-9022(10).

ey #02463

-over

USCOMM DUSCOMM-DC 48905-P61

Audubon Society Bldg.-Tunnel No. 1 Section

Remarks continued:

Project Data: Work under this project consists of: 1) construct four (4) steel beam bridges on existing alignment as follows:

Br. No. 11037A	Length	134'	Roadway Width	32'
Br. No. 11039A	Length	132'	Roadway Width	32'
Br. No. 11040A	Length	155'	Roadway Width	32'
Br. No. 11041A	Length	212'	Roadway Width	32'

2) remove existing bridges; 3) construct approaches requiring grade, drain and H-T pave to provide two 12 ft. travel lanes with 4 ft. paved shoulders; 4) rehabilitate two concrete viaducts (Bridge Nos. 51C35A and 51C36A); 5) adjust utilities as required; and 6) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8192 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-21-84.

Note:
1) This project is in Congressional District No. 1.
2) Added to the 6 Yr. HIP 9-20-84 and included in FY '85 Status Report.
3) Included in the approved bridge replacement inventory

Br. No. 11037	Sufficiency Rating	5.0,
Br. No. 11039	Sufficiency Rating	5.0,
Br. No. 11040	Sufficiency Rating	5.0,
Br. No. 11041	Sufficiency Rating	5.0,
Br. No. 51C35	Sufficiency Rating	32.7,
Br. No. 51C36	Sufficiency Rating	32.7.

10,144

STATE OF OREGON **INTEROFFICE MEMO**

TO: Memo To The Files

DATE: March 7, 1985

FROM Dorothy J. Upton
Surfacing Design Specialist

SUBJECT: Audubon Society Bldg. - Tunnel #1
FAU 9022 (N.W. Cornell Rd.)
Multnomah County

I have reviewed Multnomah County's proposed surfacing design for this project and concur with their proposal.

DJU:bk

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Location Engineer
Specifications Engineer
Final Design Engineer
Region Geologist
✓ Program Section
Regional Federal Aid Specialist
Project Manager

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 8 1985
REFER TO Local Gov
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

125 1307

CON 21-8
Mult. Co.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9022(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-29-85

4. PROGRAM NO.

5. ITEM NO. 40284

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/15/85

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Audubon Society Building - Tunnel #1

11. GENERAL DESCRIPTION OF WORK

PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $52,800; FF $42,240
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 1/17/85.

Revised Environmental Classification to Class II - Categoical Exclusion concurred in 1/15/85.

RECEIVED
STATE HWY ENGR
JAN 31 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
2/5

14. DATE 1/29/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hussner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

GEN 21-8
Mult.
Co

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 17, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Preliminary Engineering (Phase 2)
Item No. 40284
Project No. BRM-9022(10)
Audubon Society Building - Tunnel #1
City Street
Multnomah County

I request authorization as of January 15, to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $52,800 with obligation of $42,240 in Federal Funds.

This request is based on the revised project environmental classification of Class II, Categorical Exclusion, concurred in by FHWA January 15, 1985.

DDB:me
cc: Ed Hardt (Metro)
K. Bunk (Metro)
G. Zehner
General Files

Form 734-3122

Con 21 8
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

January 11, 1985

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Revised Project Classification Request
Audobon Society Building - Tunnel #1
Multnomah County
BRM-9022~~(5~~(10)

Dear Mr. Wilken:

Attached is a revised project environmental classification for the subject project. The project has been reviewed, and revised as needed, to insure proper environmental impact minimization and/or mitigation. It is our opinion that the project is now appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
January 21, 1985

CONCUR

1/15/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

CG:EE:lm

Attachments

cc: J. B. Boyd (3)
D. O. Christensen(4
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
E. L. Hardt
Jef Kaiser
Clarence Eschelman
Maury Payne
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Tunnel #1 - Audubon Society Building

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

The project would be constructed within existing right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is consistent with local comprehensive planning and is not expected to affect the surrounding MacLeay Park.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would not significantly increase traffic capacity. Cornell Road would be closed to through traffic during construction. As a result, Skyline Boulevard and West Burnside Road would have an increase in traffic. Approximately a 70 percent increase during the peak hour is expected at the intersection of these two roads. A temporary (over)

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Some run-off which is now channeled through ditches may be routed through pipes. Minor clearing of roadside vegetation would occur; however, the immediate presence of the densely wooded park land would off-set any habitat or visual effects that vegetation removal may have.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No 4(F) involvement on MacLeay Park would occur. The project would be designed to preserve existing basalt stonework along the roadway. The stonework is listed in the City's Historic Landmarks Inventory and was constructed in the late 30's and early 40's.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

- Preserving the existing basalt stonework.
- Providing bicycle and pedestrian access.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is largely a refurbishing of an existing facility. No right-of-way is required and no significant effects on MacLeay Park or the historic stonework are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Jef Kaiser	653-3221	

734-1913 (7-82)

10,144

1-8-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 726

County Multnomah

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRM-9022(10) Prefix 726-1969

Project Name Audubon Society Building - Tunnel #1

N.W. CORNELL RD.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 24 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 8 day of Jan, 1985

County of Multnomah

Larry C. Nicholas
[redacted]
County Engineer

[redacted]

[redacted]

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 1-18-85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

CON 21-8
[illegible]

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. L. Hardt
Metro Region Engineer

DATE: January 8, 1985

FROM: Duane O. Christensen
Road Design Engineer

Duane O. Christensen

SUBJECT: Design Exceptions
Tunnel #1 - Audobon Society Bldg. Sec.
N. W. Cornell Rd.,Multnomah County

Attached are copies of my letter to Dale E. Wilken dated December 17, 1984 requesting design exceptions, and letter from Dale Wilken to Mr. Coulter dated December 28, 1984 responding to the request.

Mr. Wilken concurred with our request for deviations from the standards with the exception of the 4" fog line. He indicates that to provide the maximum safety possible to the road user, the fog line should be at least 8" wide and the shoulder designated as a bikeway.

Please convey the contents of my letter of December 17 and that of Mr. Wilken's letter to Multnomah County for their use in completing the project design and moving the project on toward contracting.

DOC:bn

cc: E. S. Hunter
W. Hart
C. Gilmour
G. Potter

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CON 21-8
Mult.
Co.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 3, 1985

In Reply Refer To
File No.:

726-1969

Larry Nicholas, County Engineer
Multnomah County
2115 S.E. Morrison St.
Portland, OR 97214

Subject: Deviations From Standards
Tunnel #1 - Audubon Society Building Section
N.W. Cornell Road

In reply to your letter of November 13, 1984 to Ed Hardt, ODOT and FHWA concur with your proposed design and the request for a deviation from AASHTO standards.

Attached is a letter from Dale Wilken, FHWA Division Administrator, documenting their position. The 4-inch fog line mentioned refers to a recommendation from ODOT's bicycle program coordinator not to designate the uphill shoulder as a bike lane due to possible liability. FHWA recommends the shoulder be designated a bike lane using an 8-inch stripe for safety reasons.

Regarding the change in environmental classification, Jef Kaiser will submit the required documentation supporting a Class II Categorical Exclusion to FHWA.

JAMES D. McCLURE, P.E.
Project Development Engineer

JDM:DS:po

cc: Edward L. Hardt
Jef Kaiser
Dave Simpson
Duane Christensen

Attachment

RECEIVED
JAN 14 1985
ROAD DESIGN SECTION

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734-1850

GENERAL FILES

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

December 28, 1984
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STATE HWY ENGR
DEC 31 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	B/R	Sign	Act	File

NOTED
E. S. HUNTER

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project BRM-9022(10)
Tunnel #1 - Audubon Society Building
N.W. Connell Road, Multnomah County

We have reviewed your memorandum of December 17, 1984 requesting concurrence in deviating from AASHTO design standards. The deviations include roadway width, bikeway configuration, and shoulder barriers. We have also reviewed the project in the field.

The project is entirely within Washington Park with its geometrics physically constrained by topography and existing tunnels. The local users as well as park and historic interests have placed a high value on the existing stonework. Records show no accidents within the project limits.

The primary purpose of the project is to replace structurally deficient bridges for safety reasons. Negotiations with all parties have resulted in the current proposal allowing early advancement of the project. Our primary concern is bicycle/pedestrian safety related to the low railing. If there are accidents in the future we would expect consideration of a project to retro-fit the stone wall with a safety rail. To provide the maximum safety possible to the road user, the fog line should be at least 8" wide and the shoulder be designated as a bikeway.

Based on these considerations, we believe the balance of aesthetic/historic considerations against the urgency of replacing unsound bridges represents sound judgement. We concur in your requested deviations from standards with the exception of the 4" fog line. We approve the proposed design concept.

cy D. O. Christensen
1-7-85

The present environmental classification of this project is Class III requiring the preparation of an environment assessment. In view of the apparent "no-effect" on the historic resource and no other significant impacts that would result from this proposal design concept, it is our understanding that documentation supporting a Class II categorical exclusion will be submitted to this office.

Sincerely yours,

Area Eng.

for Dale E. Wilken
Division Administrator

cc:
OSHD (E. S. Hunter, Hwy Engineer)
OSHD (W. J. Hart, Bridge)
OSHD (Cam Gilmour, Env.)
METRO (E. S. Hardt)
OSHD (Gary Potter, Prgm Mgmt)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.:

DATE: December 17, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

Duane O Christensen

FROM: Duane O. Christensen
Road Design Engineer

SUBJECT: Design Exceptions
Tunnel #1-Aububon Society Building Sec.
N. W. Cornell Road
Multnomah County

RECEIVED
STATE HWY ENGR
DEC 17 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Attached are xerox copies of the following letters:

1. Larry F. Nicholas to Ed Hardt dated 11-13-84.
2. James D. McClure to Walt Hart dated 11-30-84.
3. Susie Lahsene to Curt Duval dated 12-12-84.

The above letters are attached in support of this request for the following deviations from the design standards:

1. Roadway width deviation to use 32-foot roadway section to minimize the removal of an historic stone work and to minimize the impacts approaching the 22-foot curb-to-curb tunnel roadway.
2. Bicycle lane deviation to establish a six-foot, uphill lane for bicycle/pedestrian use and a 14-foot combination vehicle/bicycle lane downhill.
3. Viaduct stone rail height deviation from the standard 4½-foot height on the two viaducts. The County is proposing to retain the existing height of these stone rails which are approximately 2½ feet preserving the historic stone work.

We have reviewed the County's request for the above design deviations. We recommend concurrence and request your approval.

We have reviewed the accident history within the project limits and according to Oregon Department of Transportation Accident Reports there were no recorded accidents identified. Discussions with Multnomah County Project Design Manager, Stan Ghezzi, also confirmed this review; and to his knowledge local residents also were not aware of any accidents in recent years. The only accidents that were identified were at intersections outside the project limits.

As stated in Multnomah County's letter of November 13, 1984 the requested design deviations are necessary to avoid the preparation of a 4(f) statement and/or Environmental Assessment and allow the project to proceed to a March 1985 Contract.

Roadway Width

> "Roadway width deviation to use 32-foot roadway section, in lieu of a 36-foot standard section, to minimize the removal of an historic stone work and to minimize the impacts approaching the 22-foot curb-to-curb tunnel roadway."
>
> The 32-foot roadway section with a design speed of 35 mph was identified as opposed to the standard 36-foot requirement. The road width was established in order to stay within the roadway shelf, to alleviate removal of all stonework walls, to accommodate bicycle and vehicular traffic with the least environmental impact, and to minimize the impact of the approaches leading into the 22-foot curb-to-curb tunnel constraint.
>
> The elements of the design were a result of discussions with ODOT, FHWA and the citizens' Task Force who were in concurrence with the current design road width.

Bicycle Lanes

> "Bicycle lane deviation to establish a six-foot, uphill lane for bicycle/pedestrian use and a 14-foot combination vehicle/bicycle lane downhill."
>
> The facility proposed calls for a 6-foot uphill lane (northside) with a separated facility around the tunnel, and a 14-foot vehicle/bicycle shared downhill lane. The justification for the 6-foot "uphill lane is to accommodate the slower moving bicyclist uphill and to provide adequate space for pedestrian access to view MaCleay Park. (It should be noted that pedestrian traffic travels only on the north side of the road).

> Bicyclists traveling "downhill" choose the most expedient route. They currently travel in the vehicle lane up to 25 mph. To improve the safety for these bicyclists a wider 14 foot shared downhill lane was recommended (see AASHTO Guide for Development of New Bicycle Facilities, 1981, Page 10 "wide curbs lanes").

The proposed design represents a compromise between current standards, environmental and historic impacts. Because this compromise represents extensive citizen, city, county, state and federal involvement and the proposed construction is a relatively short section in an otherwise substandard route that is not planned to be upgraded; we concur with the shared 14-foot downhill lane and 6-foot uphill lane.

The 6-foot uphill shoulder should not be designated as a bike lane since the stone wall is below minimum height for a bikeway. It should be striped with a normal 4-inch fog line, which is still usable by bicyclists and pedestrians if they so desire.

Guardrail

> "Viaduct stone rail height deviation from the standard 4½-foot height on the two viaducts. The county is proposing to retain the existing height of these stone rails which are approximately 2½ feet preserving the historic stone work."
>
> AASHTO Guide for Development of New Bicycle Facilities, 1981, page 26, identifies the need for increasing the height of guardrails across structures to a minimum of 4.5 feet. Under the current design the county will meet this requirement across the four bridges. However, they are also preparing designs for rehabilitation of two concrete viaducts which have the historic stone work wall across them. In order to adhere to recommendations of the State Historic Preservation Office, they request a deviation from standards for the guardrail placement on the stone work wall throughout the project excluding the bridges.

The four existing bridges No. 1 through No. 4 including the bridge rail have no historical value and will be completely replaced. The new bridge rail will consist of the standard concrete traffic barrier of approximately 2'-8" in height, on top of which will be mounted a metal tube rail which will extend the total height of the railing to 4'-6" as required by bicycle rail standards. At the bridge ends the county intends to adjust the existing stone rail, but maintain the design relationship of the elements, to adjoin the new concrete bridge rail and provide a safe transition to and from the bridges. The metal tube rail will also require some transition area off the ends of the bridges to avoid an abrupt and unsafe ending of the rail.

On the two viaducts the county will preserve the existing stone rail since it is of historical value and is part of a continuous run of stone railing along the roadway. Historical requirements dictate that this rail be maintained at its present height of approximately 2½ feet.

DOC:bn
Atchs.
cc: E. S. Hunter
 E. L. Hardt
 W. J. Hart
 J. D. McClure

FILE [illegible]

Duane Christensen
Road Design Engineer

Dec. 7, 1984

John Grassman
Bicycle Program Coordinator

Design Standard Deviations
Tunnel #1 - Audubon Society Building Section
N.W. Cornell Road

I have reviewed the design standard deviations for the subject section based upon McClure's letter (11/30/84) and Nicholas' letter (11/13/84). (Copies attached).

There are two issues relative to bicycle facility design - the 14-foot combination motor vehicle/bicycle lane and the height of the ~~distance~~ historic stone wall.

As Mr. Nicholas states a 14-foot shared lane is permissible according to the AASHTO guide. The guide does not state at which level of ADT that a shared laned is advisable. It only states that "on highway sections without bicycle lanes a right lane wider than 12 feet can better accommodate both bicycles and motor vehicles" and "in general, a lane width of 14 feet of usable pavement width is desirable."

Obviously, the proposed roadway design represents a compromise between current standards and environmental and historic impacts. Because this compromise represents extensive citizen, city, county, state and federal involvement and the proposed construction is a relatively short section in an otherwise substandard route that is not planned to be upgraded, I concur with a 14-foot shared downhill lane.

Although the wall height will not affect the bicyling level of service, it is probably a greater potential liability. The guide states that barriers should be a minimum of 4.5 feet high. Again, the proposed design is a compromise based upon extensive project development, and McClure states that there are many of the low stone walls along Cornell Road for which there are no plans to upgrade. A bicylist or pedestrian using this route cannot help but be aware of the potential hazards it poses. Probably the historic and scenic nature of the road is what attracts many users.

If the stone wall is not altered, I recommend, because of the potential liability, that the 6-foot shoulder not be designated as a bike lane. It should be striped with a normal 4-inch fog line. The shoulder would be usable by bicyclists and pedestrians if they so desired.

Also, because the route is used by some bicyclists in spite of the hazards, I recommend placing warning signing "Bicycles on Roadway" for the downhill lane and "Bicycles on Shoulder" for the uphill lane.

JG/cm

Attach.

cc: Frank Terpin
Ed Hardt

STATE OF OREGON INTEROFFICE MEMO

TO: WALT HART
Bridge Engineer

DATE: November 30, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Tunnel #1-Audubon Society Building Section
N.W. Cornell Road
Multnomah County

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RECEIVED
ROAD DESIGN SECTION

2 - Duane
Do Not File
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Bring Up
Action

Multnomah County is requesting a deviation from design standards for their N.W. Cornell Road project to meet the requirements identified by the State Historic Preservation Office. The attached letter from Larry Nicholas discusses in detail the deviations from standards also requesting a March 1985 bid letting for the project. I have requested our Program Section to reflect the March bid letting in our Project Control System.

In summary, the deviations from standards being requested by Multnomah County are:

1. Roadway width deviation to use 32-foot roadway section to minimize the removal of an historic stone work and to minimize the impacts approaching the 22-foot curb-to-curb tunnel roadway.

2. Bicycle lane deviation to establish a striped six-foot, uphill lane for bicycle/pedestrian use and a 14-foot combination vehicle/bicycle lane downhill.

3. Viaduct stone rail height deviation from the standard 4½-foot height on the two viaducts. The County is proposing to retain the existing height of these stone rails which are approximately 2½ feet preserving the historic stone work.

Our staff has reviewed the deviations from standard design practices and recommend concurrence in the County's request. Initially, I had reservations concerning the low stone walls on the viaducts. However, baed on a field review of the area (see attached photographs). I concur with preserving the historic stone work on the two viaduct structures. Due to the massive width of the existing stone walls, attaching a rail on the two viaduct structures only would distract from the historic character of the area and would be inconsistent from a continuity standpoint since there are many of these types of stone walls along Cornell Road. The County has no plans to upgrade the other stone walls along Cornell Road.

81-125-1387

Recognizing the County's extensive citizen invovlement efforts in the design of the project, and the public's desire to move forward with the improvements coupled with the historic significance of the park area, we feel the project should not be delayed.

po

cc: E. L. Hardt
Hal Versteeg
Gary Potter
Cam Gilmour
Jef Kaiser
Dave Simpson
Larry F. Nicholas - Multnomah County Engineer

Attachment

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-5000

DENNIS BUCHANAN
COUNTY EXECUTIVE

726-1969

November 13, 1984

Ed Hardt, Metro Region Engineer
Oregon Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: N.W. Cornell Road Project FA Project #BRM-9022(10)

Dear Mr. Hardt:

Over the past two years Multnomah County has been extensively involved in the preliminary planning and design of a Federal Aid Project to replace the four deficient bridges and rehabilitate two half viaduct along Cornell Road. As you are aware, we are at a point where it is critical for us to determine if the Cornell Road (HBR) Project can proceed to a March 1985 contract advertisement date. It is our understanding the most outstanding question remaining is the environmental status of the project.

As outlined in the November 5, 1984, memo to Jim McClure, the County is under the assumption that adherence to the points identified by the State Historic Preservation Office, via Peter Dyckman (memo October 19, 1984), will constitute a "no affect" status for the project, thus eliminating the necessity for the preparation of a 4(f) statement and/or Environmental Assessment. We have determined that adherence to the recommendations identified in the memo will require, in some instances, a deviation from standards.

For your information, we would like to identify all deviations from standard that may be required to meet the State Historic Preservation Office recommendations. Prior to proceeding with our design, we would appreciate your comments on the following:

1. Roadway Width

   In our Project Prospectus Request as submitted February 3, 1984, a 32 foot roadway section with a design speed of 35 mph was identified as opposed to the standard 36 foot requirement. Refer to attached sketch. The road width was established in order to stay within the roadway shelf, to alleviate removal of all stonework walls, to accomodate bicycle and vehicular traffic with the least environmental impact, and to minimize the impact of the approaches leading into the 22 foot curb to curb tunnel constraint.

The elements of the design are a result of discussions with ODOT, FHWA and the citizens' Task Force who are in concurrance with the current design road width. Although we have received verbal approval for the design road width, the County has not received written notification permitting the deviation from standards.

2. Bicycle Facility Configuration

The proposed bicycle facility is the result of an extensive citizen involvement effort. In July 1983, a task force consisting of area residents, Multnomah County and City of Portland representatives was established.

After identification of design objectives, constraints, and discussion of some preliminary designs, the committee reviewed and approved a concept design for the bicycle facility.

The facility proposed calls for a striped 6 foot uphill lane (northside) with a separated facility around the tunnel, and a 14 foot vehicle/bicycle shared downhill lane. The justification for the striped 6 foot "uphill" lane is to accomodate the slower moving bicyclist uphill and to provide adequate space for pedestrian access to view MaCleay Park. (It should be noted that pedestrian traffic travels only on the north side of the road). Bicyclists traveling "downhill" choose the most expedient route. They currently travel in the vehicle lane up to 25 mph. To improve the safety for these bicyclists a wider 14 foot shared downhill lane was recommended (see AASHTO Guide for Development of New Bicycle Facilities, 1981, Page 10 "wide curbs lanes").

3. GUARDRAIL

AASHTO Guide for Development of New Bicycle Facilities, 1981, (Page 26) identifies the need for increasing the height of guardrails across structures to a minimum of 4.5 feet. Under the current design the County will meet this requirement across the four bridges. However, we are also preparing designs for rehabilitation of two concrete viaducts which have the historic stonework wall across them. We assumed rehabilitation of these structures dictated increasing the height of the stonework. In order to adhere to recommendations of the State Historic Preservation Office we request a deviation from standards for the guardrail placement on the stonework wall throughout the project excluding the bridges.

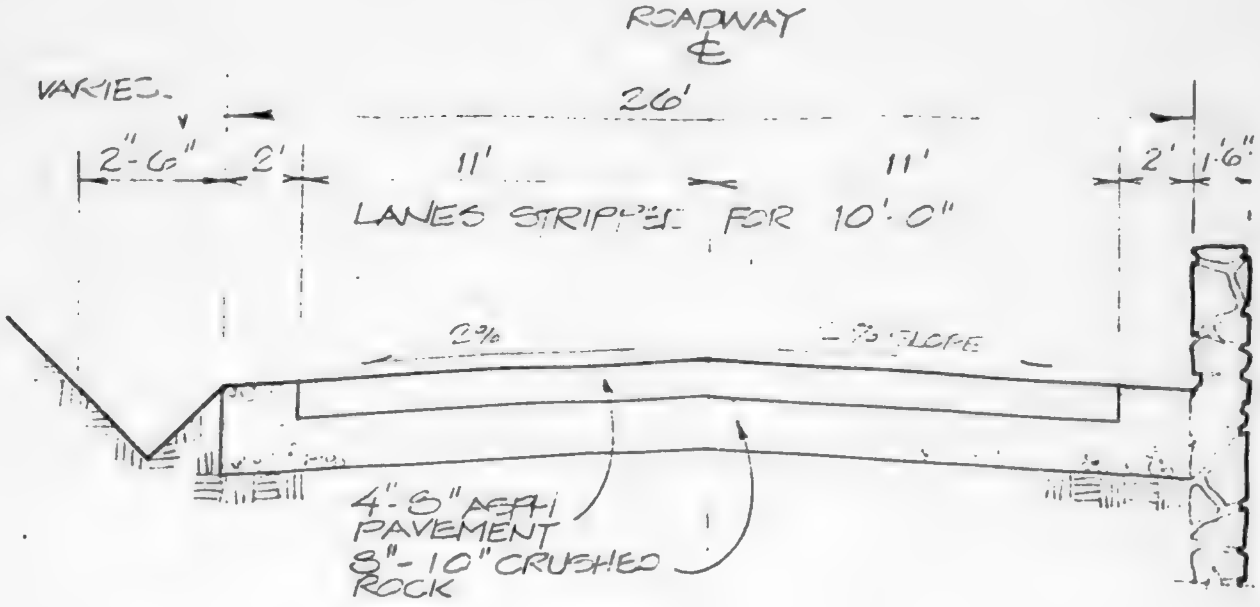
If I can be of assistance in amplifying any of these points, please call.

Very truly yours,

Larry F. Nicholas

Larry F. Nicholas
County Engineer

LFN/SL:slr


ROADWAY
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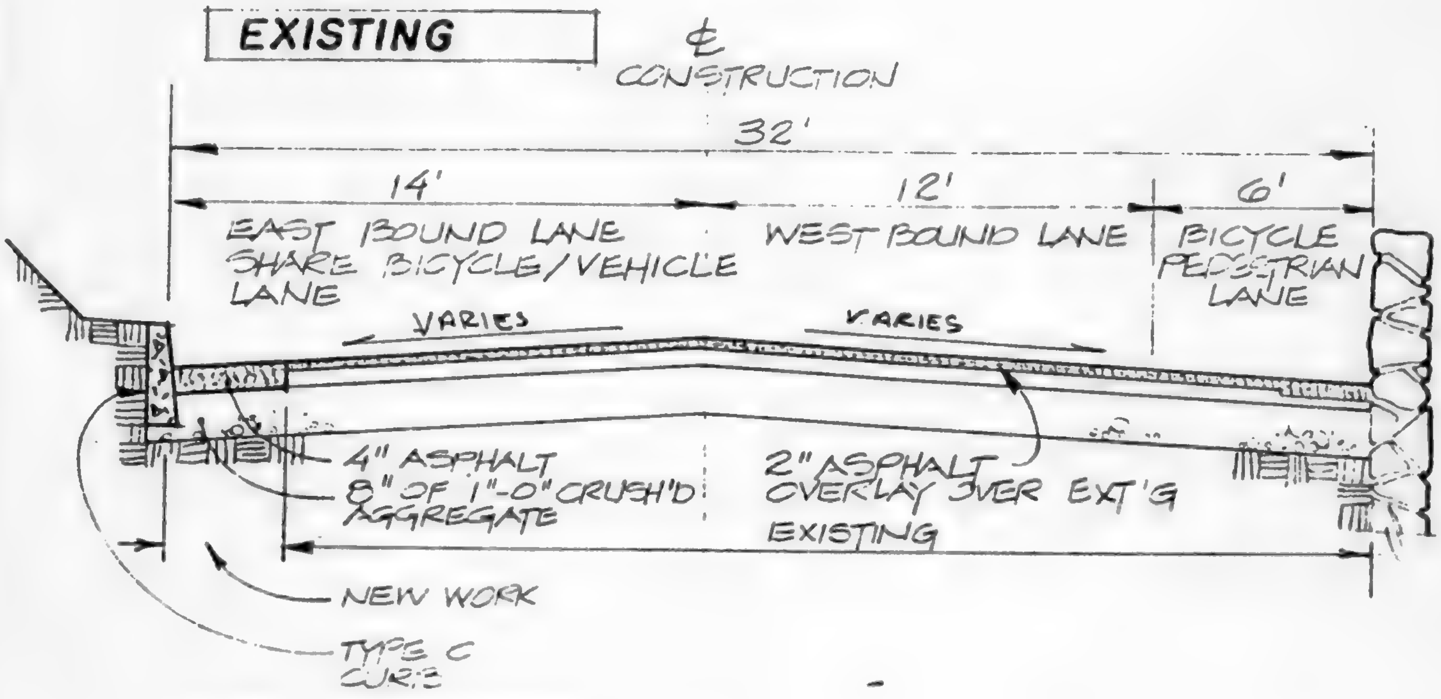
VARIES
26'
2"-6"
2'
11'
11'
2'
1'6"
LANES STRIPPED FOR 10'-0"
2%
2% SLOPE
4"-6" ASPH PAVEMENT
8"-10" CRUSHED ROCK

EXISTING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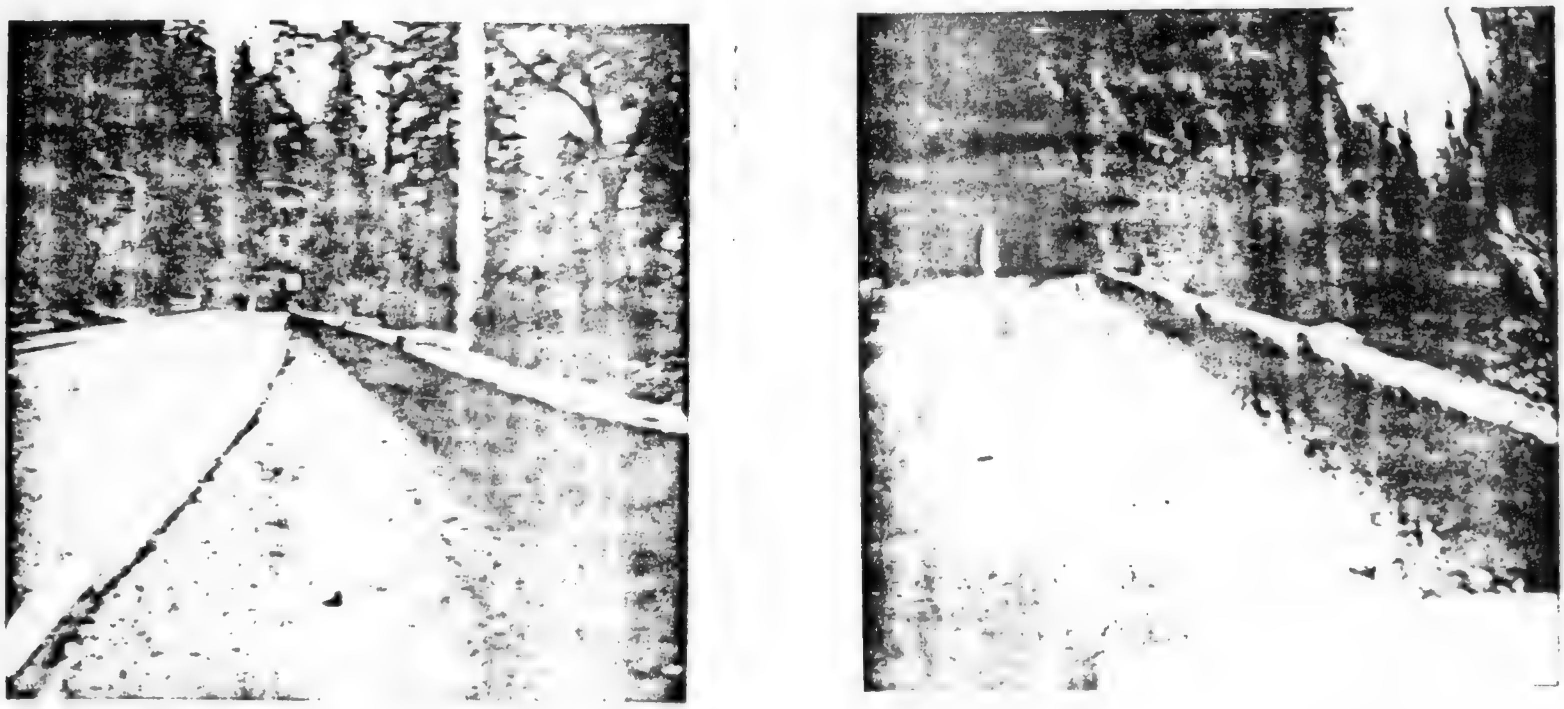
CONSTRUCTION
32'
14'
12'
6'
EAST BOUND LANE
SHARE BICYCLE/VEHICLE
LANE
WEST BOUND LANE
BICYCLE
PEDESTRIAN
LANE
VARIES
VARIES
4" ASPHALT
8" OF 1"-0" CRUSH'D AGGREGATE
2" ASPHALT OVERLAY OVER EXT'G
EXISTING
NEW WORK
TYPE C CURB

PROPOSED

FA PROJ. # BRM-3022 (10)

DATE 1/20/84	ROADWAY SECTION	ENVIRONMENTAL SERVICES 2115 S.E. MORRISON PORTLAND, OREGON 97214 (503) 248-3591 MULTNOMAH COUNTY OREGON	PROJ NO 3-[illegible]
DES. BY Smt	N.W. CORNELL ROAD IMPROVEMENT		OF
CHK'D BY			

Rd.



Typical Stone Guard Rail
Approx. 2'[illegible] height & 19" wide

CON 21-8
Mult. Co.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

kke

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9022(10)

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40284

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/20/84

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Audubon Society Bldg.-Tunnel #1 Section.

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS
As requested by Mr. Potter's PEA dated 9/17/84 you are authorized to proceed with all phases of Preliminary Engineering necessary, including Archeological Salvage, thru the final Environmental document at a TEC of $42,800 - F.F. $34,240.

RECEIVED
STATE HWY ENGR
SEP 27'84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/26/84

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

September 24, 1984

Multnomah County Engineer
2115 SE Morrison
Portland, OR 97214

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 2112

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to construct the Cornell Road structures, Audubon Society Building to tunnel number one.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10,144

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANS[illegible]RTATION-HIGHWAY DIVISION
ADDENDUM TO LO[illegible]TION PROSPECTUS AND
9-17-84 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
City St., N.W. Cornell Road "Audubon Society Bldg.-Tunnel #1 Sec."	118	40284	BRM-9022(10)	9022	City St.

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Multnomah Code 051 Imp. Code 09

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 8-2-84

1-EIS ___ 2-Categorical Exclusion ___ 3-Draft Assessment & FONSI X

Notes: (1) Project in Congressional District 1.

(2) Str. No.'s 11037-1409-00000, 11039-1409-00000, 110440-1409-00000, 11041 51C35 & 51C36.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

___ All Phases
X All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  ___ " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 95,600
80%	FF	$ 76,480
	STATE	$ ---
	Co.	$ 19,120

For PR-37:

Field Phase	$42,800
PS&E Phase	$52,800

REMARKS: Enclosed is a copy of Parts 1, 2 & 4 of the Project Prospectus and project map.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
9-17-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ENV 3

July 30, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97310

RE: Project Environmental Classification Request
Audubon Society Building to Tunnel #1
N.W. Cornell Road
Multnomah County
BRM-9022(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class III, requiring the preparation of an environmental assessment, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Eb Engelen
for Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

8/3/84
For Division Administrator Date
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
August 8, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Norm Davis
Ron Noble
General Files
E. L. Hardt
Jef Kaiser
Clarence Eschelman
Maury Payne
Don Keyes (8)
Dept. of Interior

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Audubon Society Building to Tunnel #1

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

The project would remain within the County right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Consistent with County and City Comprehensive Plan. Traffic capacity would not increase and no change would result in surrounding land use which is MacLeay Park.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

With Cornell Road closed (except for emergency access) to through traffic during construction, Skyline Boulevard and West Burnside Road would have an increase in traffic. Approximately a 70 percent increase during the peak hour is expected at the intersection of these two roads. A temporary signal has been installed at the intersection and will be utilized during the proposed new construction.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Some runoff from an uphill area which is now channeled through ditches may be channeled through pipes. There may be some slope alteration dependent on the magnitude of required roadway width.

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No direct impact is forecast on MacLeay Park land since the project is within existing right-of-way. Basalt stone work now exists which is considered scenic; it may be relocated. MacLeay Park is a scenic park resource which will not be directly affected by the project.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Roadway changes have been minimized to avoid the park area proper. No road closure would be allowed between November and March. Construction time and road closure have been held to a minimum. Emergency vehicle access will be allowed during construction. The project would provide for pedestrian/bicycle traffic in a safe manner. It is planned to retain basalt stone walls and stone works. The project would also provide lighting for the pedestrian/bicycle path around the tunnel.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

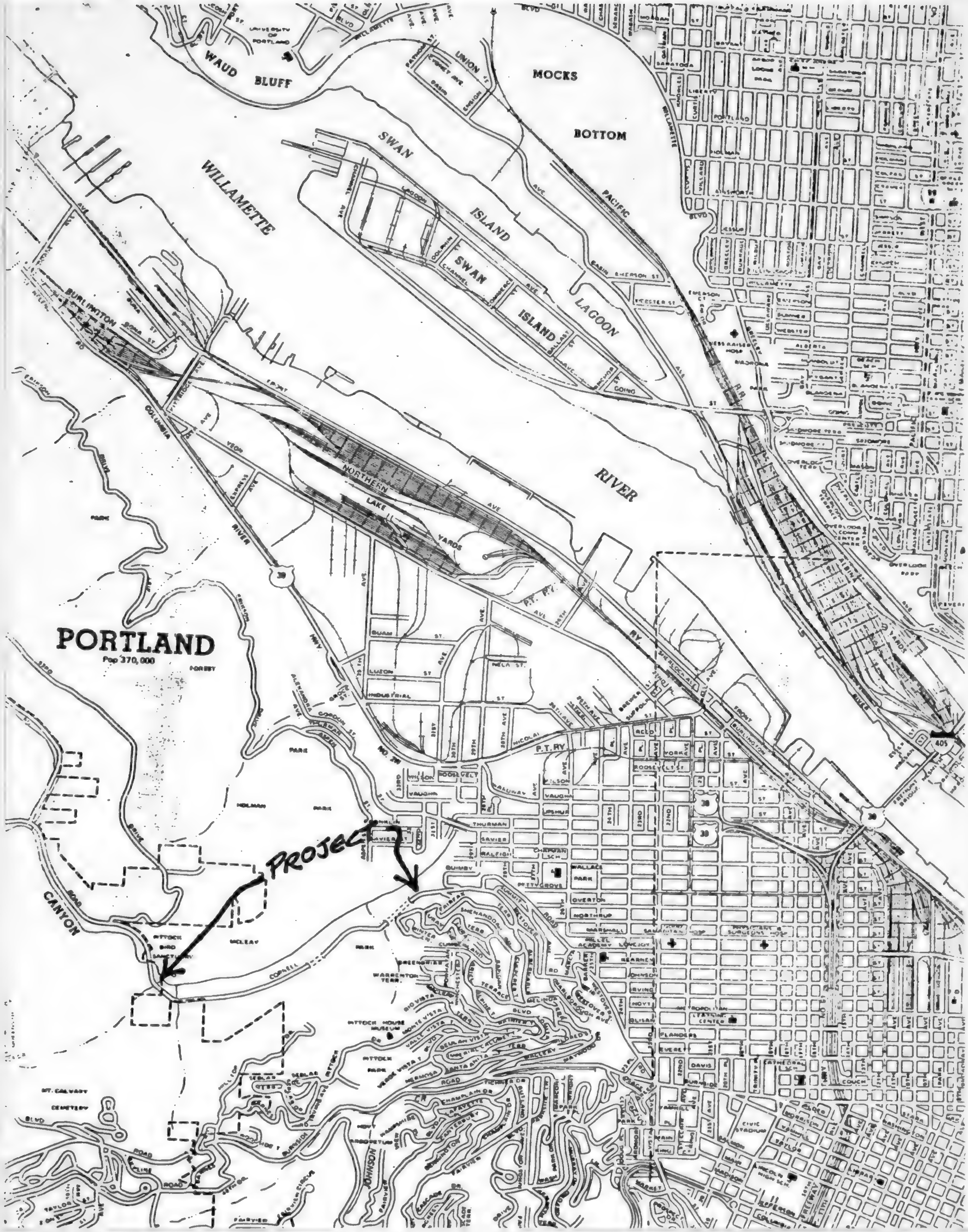
☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project would replace 4 timber bridges and two concrete viaducts as well as provide localized roadway widening, refurbishing of stonework, retaining walls, and illumination. All work is to be done on county right-of-way but questions remain about potential 4(f) impacts with access restrictions to MacLeay Park and possible historic value of structures and stonework. An EA would assess these impacts and is, therefore, recommended.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x Multnomah County	248-3595	AUG 2 1984

734-1913 (7-82)


UNIVERSITY OF PORTLAND
WAUD BLUFF
MOCKS
BOTTOM
SWAN
ISLAND
SWAN ISLAND LAGOON
WILLAMETTE
RIVER
BURLINGTON
NORTHERN
LAKE
YARDS
PACIFIC
P.T. RY.
PORTLAND
Pop 370,000
FOREST
PARK
HOLMAN
PARK
CANYON
ROAD
PITTOCK BIRD SANCTUARY
MCLEAY
PARK
PROJECT
PITTOCK HOUSE MUSEUM
PITTOCK PARK
MT. CALVARY CEMETERY
WALLACE PARK
CIVIC STADIUM
LINCOLN HIGH SCH.
405
30

Portland
Con. 21.8

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	02463
SECTION	Audubon Society Building to Tunnel #1
REGION	METRO

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	726-1969	5-9-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT		76,000	918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		4,000	921 SPECIFICA-TIONS		4,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		2,000	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		100	926 FOUNDATION			980 PUBLIC HEARING		
RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 95,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRM-9022(10)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
GY Adams
GY Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
NOV 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

NOTED
RICK KUEHN

PREPARED BY	DATE 2/1/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/15/84
RECOMMENDED, REGION ENGINEER X	DATE 4/11/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5/14/84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/14/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-20-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02463

REGION: METRO

SECTION: Audubon Society Building to Tunnel #1

STATE HIGHWAY # N/A	HIGHWAY NAME N.W. Cornell Rd.	MILE POST FROM TO	LENGTH .5 M
☐ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME N.W. Cornell Rd.
ROUTE # Cty. #1409	FEDERAL AID # FAU #9022	APPLICANT (IF OTHER THAN STATE) Multnomah County	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓)	x	FILES	(#)	-0-
RIGHT OF WAY		$ -0-	PAVING	(✓)	x	ACRES	(#)	-0-
ROADWAY	$ 203		STRUCTURES	(✓)	x	RELOCATIONS	(#)	-0-
STRUCTURES	$ 1108 ~~1,473~~		SIGNING	(✓)	x	**WORK BY STATE/CONSULTANT/APPLICANT**		
SIGNALS	$ --		SIGNALS	(✓)	--	PRELIMINARY ENGINEERING	(S,C,A)	C,A *
* ILLUMINATION	$ 2		ILLUMINATION	(✓)	x	CONSTRUCTION ENGINEERING	(S,C,A)	A
TEMPORARY PROTECTION	$ 72					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
Remove Exist. Strs.	$ 115		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ [illegible]		DESIGN CATEGORY	(1-7)	--	**CONSTRUCTION BY**		
TOTAL CONSTRUCTION		$ 2100 ~~1750~~	WORK TYPE	(1-12)	--	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) March 85 4/85	RECOMMENDED FUNDING SOURCE HBRR	RECOMMENDED PROGRAM YEAR 85/86 - 86/87

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	2	2
STRUCTURES	(#)	6	6
SIGNALS	(#)	N/A	N/A
BIKE PATH	(Y/N)	N	Y
AVERAGE DAILY TRAFFIC		4,300	10,500
YEAR OF AVERAGE DAILY TRAFFIC		1982	2000

DEFINE THE PROBLEM

* Refer to attached

PROPOSED SOLUTION

* Refer to attached

REQUESTED, REGION ENGINEER	DATE 4/11/84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

* Refer to attached

PROJECT REQUEST - PART 1 ATTACHMENT

Illumination - $2,000 - Lighting for pedestrian/bicycle path around Tunnel #2.

Preliminary Engineering - All work to be performed by applicant except for a geotechnical investigation as performed by a consultant who will investigate soil conditions at various locations and assist in the substructure design of all structures.

Defining the Problem

1. Replace four structurally deficient timber bridges which are currently posted at 5 tons.

Sufficiency Ratings as of January, 1984.

Br. # 11037 - Bridge #1	5.0
Br. # 11039 - Bridge #2	5.0
Br. # 11040 - Bridge #3	5.0
Br. # 11041 - Bridge #4	5.0

2. Replace or rehabilitate two concrete viaducts and rehabilitate misc. retaining walls.

Sufficiency Ratings as of January, 1984

Br. # 51C35 - Viaduct #1	32.7
Br. # 51C36 - Viaduct #2	32.7

3. Eliminate minor site distance problem between tunnel #2 and Bridge #4.
4. Provide safe vehicular/pedestrian/bicycle access without major impact on MacLeay Park surroundings.
5. Roadway width constraints.
    a. Twenty-two feet curb to curb distance within both tunnels. Vertical heights at 14 feet.
    b. Retention of stone works.
    c. Existing steep slopes.
    d. Approximately .4 miles east of the project, Cornell Road enters NW Portland residential area. Curb to curb distance 36'-0" which includes parallel parking on both sides.

Proposed Solution

Major - Roadway widening - establish a roadway width of 32'-0" to minimize impact on Park setting and still provide for vehicle/bicycle/pedestrian access in a safe manner.

Major - Four bridges - Replace existing timber structures utilizing material owned by the County as a result of the first contract termination. County material consists of steel pilings, structural steel beams and inplace drilled holes and casings. Maximum utilization of soil condition is of major concern.

PROJECT REQUEST - PART 1 ATTACHMENT

Major - Two concrete viaducts - Rehabilitation or replace with retaining wall

Major - Stone works - Maintaining and providing additional as required

Minor - Strengthen retaining wall north side of roadway east of Bridge #1

Minor - Alignment & profile between tunnel #2 and Bridge #4

Minor - Roadway structure design

Minor - Right-of-way acquisition - None required

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION * Audubon Society Building to Tunnel #1	KEY ID # 02463 REGION METRO

PROJECT JUSTIFICATION

The six structures are currently inadequate. Deterioration to the four timber bridges have greatly accelerated the last five years, causing concern for public safety. The structures which are currently posted at 5 ton load limits, should have been replaced years ago. The County will be spending several thousands of dollars just to extend the life of the structures for one to two years until replacement occurs.

Refer to attached synopsis of Cornell Road Bridges .

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE 16

KEY ID # 02463

SECTION Audubon Society Building to Tunnel #1

REGION METRO

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
-95	N	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	A	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	A	MATERIAL SOURCE	A,S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C,A,S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	A	RR ENCROACHMENT	N	▨	▨	SIGNALS	A	OLD (#) 1	NEW (#) 0
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A	N/A	N/A	N/A

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	N/A	ACCESS CONTROL (Y/N)	N

COMPANIES
Portland General Electric
City of Portland, Streets-Lighting Bureau
City of Portland, Dept. of Parks

DESIGN SPEED	DESIGN STANDARDS
40 MPH	ASSTHO Rural

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-0-	-0-	-0-	-0-	3	-0-	-0-	10	-0-	10	-0-	-0-	3	Stone Wall	-0-	-0-	-0-
						REFER TO ATTACHED SKETCH										
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asphalt	4"	2"			
1"-0' Crushed Aggregate	12"	0"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
Deck Area BRIDGE 1	4280 Sq. ft. 121.7	36 ~~35.2~~	184 ~~$247~~ K	Viaduct #1 ~~BRIDGE 5~~	127.5	15.0	81 $~~30~~ K
Deck Area BRIDGE 2	5114 Sq. ft. 145.4	36. ~~35.2~~	216 ~~$292~~ K	Viaduct #2 ~~BRIDGE 6~~	106.3	15.0	65 $~~32~~ K
Deck Area BRIDGE 3	5707 Sq. ft. 162.3	36. ~~35.2~~	241 $~~354~~ K	BRIDGE 7			
Deck Area BRIDGE 4	7656 Sq. ft. 217.7	36 ~~35.2~~	321 $510 K	BRIDGE 8			

APPROVED
Location Engineer
Date 5/14/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Audubon Society Building to Tunnel #1

REGION Metro Region

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Consistent with County and City Comprehensive Plan. Traffic capacity would not increase and no change would result in surrounding land use which is MacLeay Park.

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With Cornell Road closed (except for emergency access) to through traffic during construction, Skyline Boulevard and West Burnside Road would have an increase in traffic. Approximately a 70 percent increase during the peak hour is expected at the intersection of these two roads. A temporary signal has been installed at the intersection and will be utilized during the proposed new construction.

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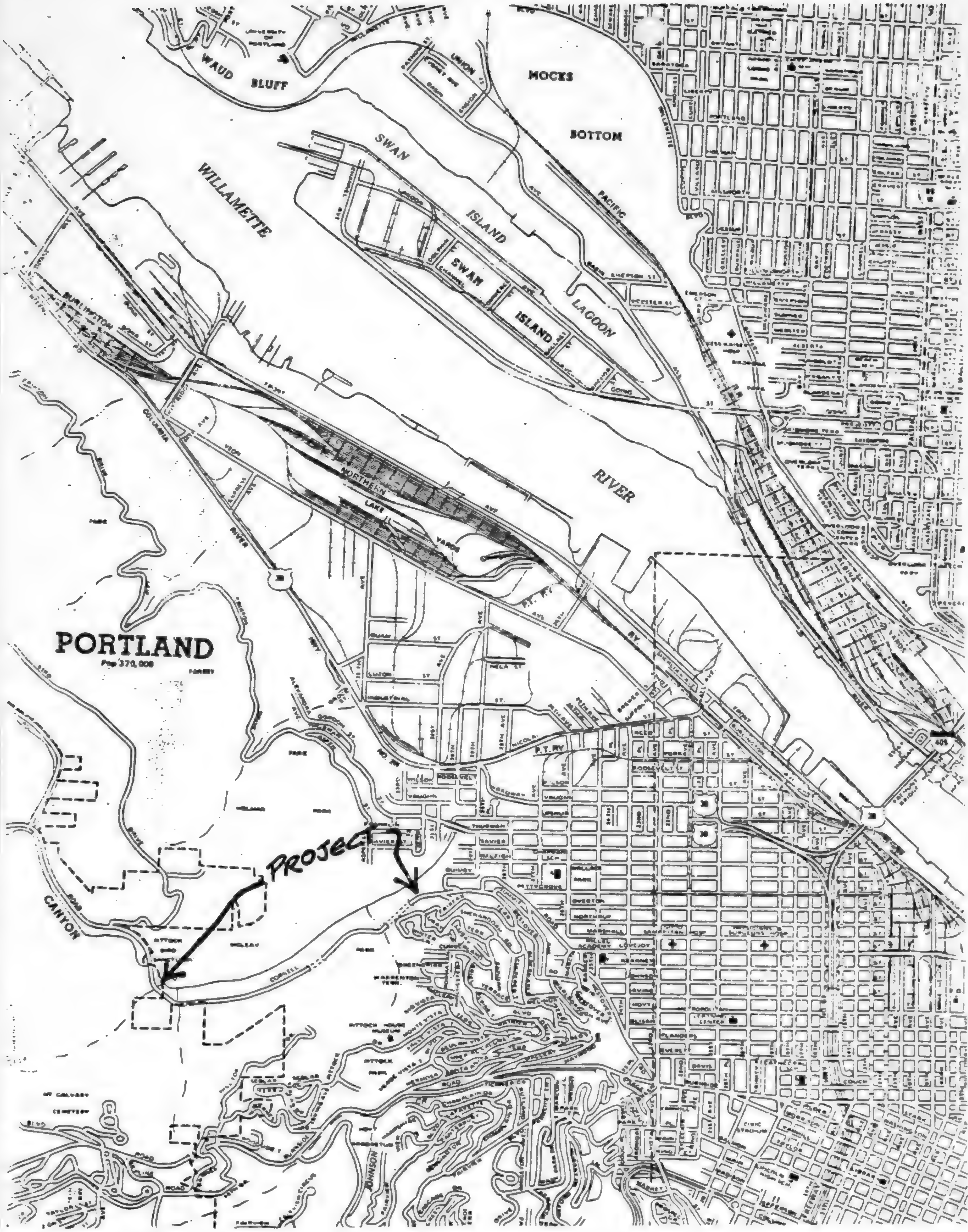
x Multnomah County	248-3595	AUG 2 1984

734-1913 (7-82)



WAUD BLUFF
UNIVERSITY OF PORTLAND
MOCKS
BOTTOM
SWAN ISLAND
SWAN ISLAND LAGOON
WILLAMETTE
RIVER
NORTHERN
LAKE
YARDS
BURLINGTON
PACIFIC
P.T. RY.
PORTLAND
Pop 370,000
FOREST
PARK
CANYON
ROAD
PROJECT
CORNELL
MACLEAY
PITTOCK HOUSE MUSEUM
PITTOCK PARK
MT CALVARY CEMETERY
JOHNSON
WALLACE PARK
CIVIC STADIUM
30
405

10,144

84-30

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER, Manager
Program Section

DATE: April 10, 1984

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: N.W. Cornell Road Structures
Audubon Society Bldg. to Tunnel #1

Here is our programming packet prepared by Multnomah County for replacement of four timber bridges and two concrete viaducts as well as some related improvements on Cornell Road. Our records show all four bridges have sufficiency rating of 27, but we do not find the viaducts listed in our inventory. The County has requested HBR funding. It is not clear if the viaducts qualify or not.

The Metro Environmental Unit has identified this project as a Statewide Categorical Exclusion.

We have made estimates for the Region functions on the enclosed Survey Authority. The location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KLB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachments

NOTED
BOB DORAN

cc: FED AID
LOC
PCS
BRIDGE
ENV

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible]
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

NOTED
R. McSwain

81-125-1387

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02463

SECTION
Audubon Society Building to Tunnel #1

REGION
METRO

ESTIMATED RIGHT-OF-WAY IMPACTS - None

Project to remain within County right-of-way

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Consistent with County and City Comprehensive Plan. No impact on land use, traffic capacity not increased and surrounding land use is MacLeay Park.

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☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	248-3595	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02463

SECTION Audubon Society Building to Tunnel #1

REGION METRO

AUTHORIZATION NO. PREFIX DATE

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ -0- 2000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	-0-		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	76,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	-0-	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	100	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	-0-	
910 REGION GEOLOGIST	-0-		924 D.O.T.			955 R/W RELOC. ASSISTANCE	-0-	
911 TRAFFIC SECTION	-0-		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	-0-		980 PUBLIC HEARING	-0-	
RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES					

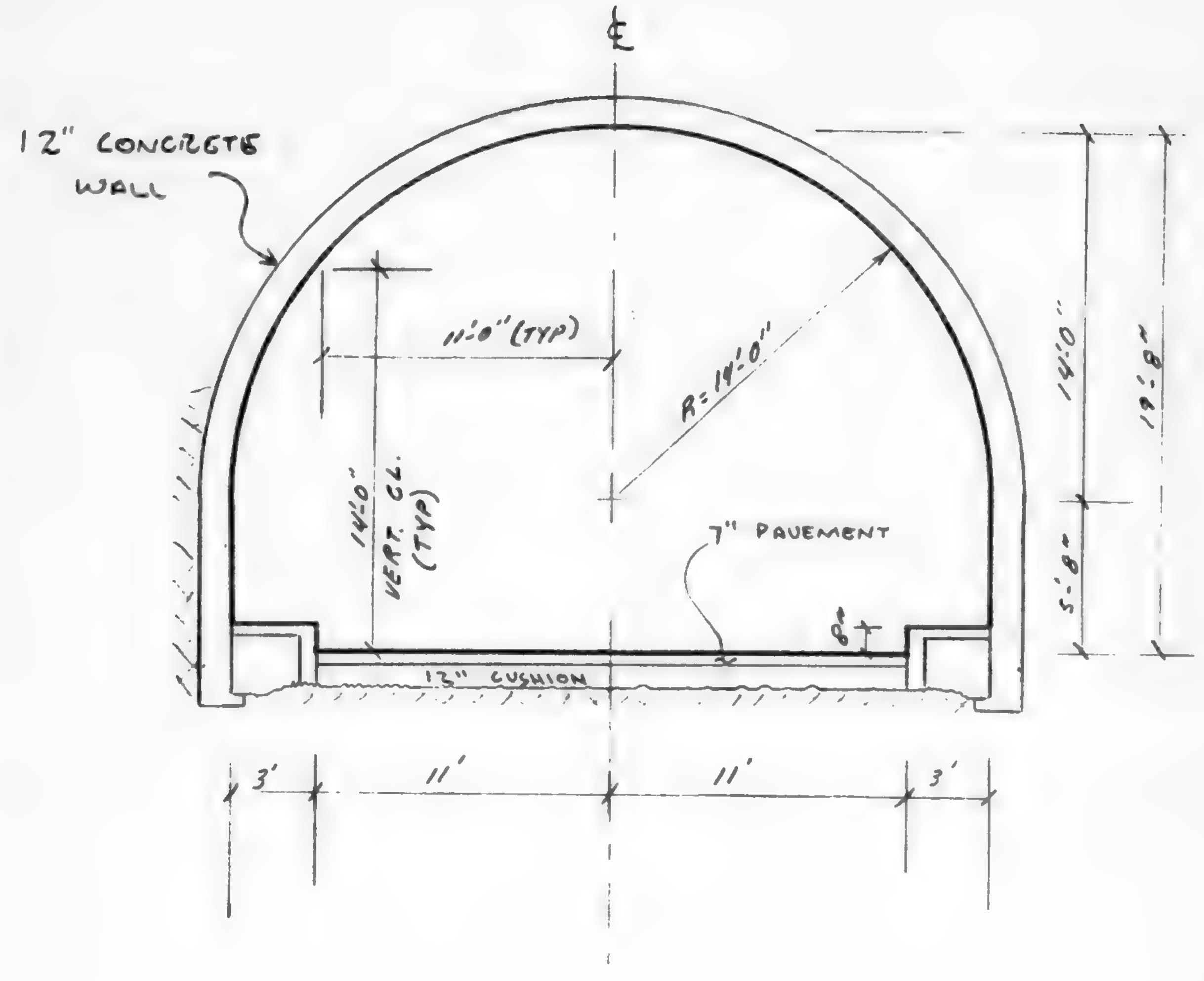
TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PARED BY	DATE 2/1/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 4/11/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	


℄
12" CONCRETE WALL
11'-0" (TYP)
R=14'-0"
14'-0"
19'-8"
14'-0" VERT. CL. (TYP)
7" PAVEMENT
8"
5'-8"
13" CUSHION
3'
11'
11'
3'

TYPICAL TUNNEL SECTION

EXISTING

DATE
11/12/84

TUNNELS 1 & 2
TYPICAL OPENING CLEARANCE

DES. BY
SMG

CHK'D BY

CORNELL ROAD
IMPROVEMENT PROJECT

ENVIRONMENTAL SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

MULTNOMAH COUNTY OREGON

PROJ. NO.
B0048

OF

10,144

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

February 3, 1984

Mr. Curt Duval
Department of Transportation
Highway Division, Region 1
9002 SE McLoughlin
Milwaukie, OR 97222

Subject: Project Request Application, NW Cornell Road Structures

Dear Mr. Duval:

Enclosed is Multnomah County's application seeking federal funding through the HBR program for the proposed project along NW Cornell Road. Please note the enclosed design schedule. It is anticipated actual site construction will commence March, 1985, with pre-fabrication of steel members to begin in November 1984.

As previously discussed, a copy of the attached application will be sent to your Bridge Department, since the HBR schedule committee is meeting this month.

Please contact me if you have any questions.

Sincerely,

Fred Veith, P.E.
Construction Engineer

Stan Ghezzi, P.E.
Structural Engineer

cc: Walt Hart, Bridge Engineer
Bridge Division, ODOT

10,144

OFFICE MEMORANDUM ··· DEPARTMENT OF ENVIRONMENTAL SERVICES

TO: File

January 24, 1984
Date

FROM: Stan Ghezzi

SUBJECT: Cornell Road Project - B0048
Synopsis of Cornell Road Bridges

The project originally consisted of replacing four deficient bridges in Macleay Park along NW Cornell Road (FAU #9022) Portland, Oregon. Funding of the project was to be 100% financed by the County. Even though the existing bridge sufficiency ratings were low for HBR funding assistance, existing roadway approaches to the bridges are substandard and would not fall within the HBR criteria. As a result, no federal funding was sought.

The existing scenic route collector road consists of two-way traffic and accommodates limited pedestrian and bicycle access. Traffic lanes are striped for 10 feet with 1-2 feet of pavement outside the stripes. Along the route are two tunnels which consist of 22 feet curb to curb and 3 foot sidewalks for a total width of 28 feet. In addition, two concrete viaducts and an intermittent stone wall exist along the north-side of the road.

The four existing multi-span timber structures were constructed in 1941 and vary in length from 100 feet to 210 feet, with each span typically less than 20 feet. Traffic lanes and sidewalks are similar to the tunnels. Inventory on the structures taken in 1980 had sufficiency ratings less than 27.2.

This month, bridge inventories on the six structures had sufficiency ratings as follows:

Bridge	#1	(#11037)	5.0
	#2	(#11039)	5.0
	#3	(#11040)	5.0
	#4	(#11041)	5.0
Viaduct	#1	(51C35)	32.7
	#2	(51C36)	32.7

Contract drawings for the proposed replacement of the four timber bridges were completed by the County in about May of 1982. All bridges were three span continuous composite structures, steel girders with concrete deck. Eleven foot lanes and three foot sidewalks for a total of 28 foot width were maintained, similar to the existing structure. The substructure consisted of steel columns and caps. Column foundations were of the drilled-in caisson type, with piles embedded into the basalt rock. The existing stone abutments were to be utilized with modifications. A geological investigation was made by H.G. Schlicker and Associates, at a cost of $12,871, to drill test holes in order to determine overburden depth, basalt bedrock elevation and the quality of the basalt rock at locations at/or adjacent to the proposed intermediate bench. No investigation was requested by the County on the existing abutments.

Prior to advertising the four bridge replacement project, various utilities and governmental agencies were advised and efforts coordinated. Area residents and interest groups were not aware of the proposed work and the anticipated road closure during the construction phase.

Bid date was September 14, 1982, with the engineer's estimate at $977,622.00. The contract was awarded to Columbia Pacific Construction Company, Lake Oswego, Oregon in the amount of $911,324.00 on October 1, 1982. The preconstruction meeting was held October 21, 1982. Notice to proceed was issued October 27, 1982. Work commenced shortly thereafter with the contractor primarily drilling the foundation piling and casing installation. In response to citizen reaction to the proposed road closure during the winter months, the County issued an order to suspend work, effective December 31, 1982. However, permission was subsequently given to complete the drilling for the foundation piling without closing the road.

On January 25, 1983, a service agreement was issued to CRS Group Engineers, Inc., Portland, Oregon, to provide construction management services for the ongoing project and to review the design drawings of the bridge plans. The result of their study demonstrated that the plans contained design flaws and were inadequate. On February 17, 1983, CRS Group Engineers was issued an addendum to their service agreement to provide geotechnical work and redesign the bridges and provide new plans, utilizing the original plans and materials to minimize any cost increase.

Columbia Pacific Construction was advised of the necessity for the redesign and was included in planning efforts to maintain the original completion schedule. It was the intent to develop the design to follow construction schedule and to negotiate the required change orders separately.

Drilling of the foundation piling continued and considerable overruns were experienced. Columbia Pacific Construction submitted a claim for extras due to the changed condition. The County denied this claim and advised Columbia Pacific Construction that they would be compensated at unit price. They objected and continued to press this claim. Other claims were also filed for virtually everything that had been done up to this point.

Early estimates by CRS Group Engineers indicated the additional cost due to the design changes would be approximately $400,000.00. Considering this magnitude and Columbia Pacific Construction Co.'s attitude toward negotiation, the County became concerned with the possibility that the contractor would override requested extra work items, with the amounts being claimed and denied. Furthermore, the County felt that there was a possibility that claims would still be present at the conclusion of the contract, setting up the possibility of actually paying them twice.

The first item submitted to Columbia Pacific Construction for a price on extra work associated with the redesign was quoted much higher than either the County or CRS Group Engineers considered reasonable compensation. The County requested a price justification. However, Columbia Pacific Construction indicated that the County could either accept their price or do the work under force account.

As a result of the foregoing, the contract was terminated, effective April 1, 1983.

As of November 8, 1983, pay estimate County expenditures totaled $574,561.09. This includes settlement of contract claims for losses and expenses due to termination of the contract for the following:

	Price Agreement	
#1	Columbia Pacific Construction	$75,000.00
#2	Dewitt-Erickson Construction, Inc.	46,968.00
#3	Farwest Rebar Company	5,237.76

CRS Group Engineers submitted to the County its report on a redesign concept of the four structures on February 1983. The fast track principle of design and construction was utilized. New plans and special provisions for the four structures were submitted to the County on June 9, 1983. The configurations selected by CRS Group Engineers for the four proposed bridges were five-span. Roadway and sidewalk widths being similar to the original design.

The superstructure for spans 1 & 5 consisted of 21 inch deep precast, prestressed bridge slabs, varing in lengths of 21 feet to 39 feet, to span over the existing abutments.

Structural steel beams and cast-in-place deck were not selected because delivery would have created construction delays. Spans 2,3 and 4, being similar to the original design, were cast-in-place concrete deck slabs supported by steel beams.

The abutments, being perpendicular to centerline, were cast-in-place concrete supported on spread footings founded on unweathered, intact basalt. Rock bolts being utilized at various locations.

Bridges 1,2 and 3 pier structures were similar to each other. Bents consisted of cast-in-place concrete caps supported on steel piles installed in holes drilled five feet into unweathered, intact basalt. No additional drilled holes were required than in the original design. On the uphill side of the bent caps were anchor/thrust blocks between bents 1 and 2, and bents 3 and 4 were two cast-in-place concrete struts.

Bridge 4 pier substructures also utilized steel piles installed in drilled holes. Bent 1 and 4 consisted of cast-in-place concrete caps supported on steel piles installed in holes drilled 10 feet into unweathered, intact basalt. Bents 2 and 3 consisted of cast-in-place concrete cap and columns (two column inverted U's) supported on cast-in-place concrete stepped pile footing caps. The foundations were of the drilled-in caisson type in which piles were imbedded 10 feet into unweathered, intact basalt. A cast-in-place concrete tie-beam exists between the stepped pile caps.

During the redesign phase, CRS Group Engineers engaged the geotechnical firm Foundation Science Inc. to review existing information and to drill the existing abutments and prepare a recommendation for design. On March 18, 1983, Foundation Science Inc. submitted its final report to CRS Group Engineers. Foundation Science determined that the existing basalt block abutments were structurally deficient and should not be used in a new structure. The new abutments should be on spread footing and set back 10-25 feet from the existing abutments and that two additional intermediate bents on each structure adjacent to the existing abutments be founded on piling similar to the original design and socketed 3 feet minimum into the intact basalt. Furthermore, at each bent at ground level, the columns should be tied together with a cast-in-place reinforced pile collar to resist lateral forces in the longitudinal direction. In addition, longitudinal and lateral forces could be compensated by utilizing anchor/thrust blocks at the uphill side of the pile caps and at the reinforced pile collars at the ground level. Allowable soil bearing pressures for the spread footings and the anchor/thrust blocks were stated. However, no allowable pile bearing capacity for the drilled-in caisson type foundations were stated.

In review of CRS Group Engineers redesign contract drawings of the four proposed structures, it appears decisions were made which were not cost effective. This may be the result of utilizing the fast track principle of design. Some of the examples are as follows:

1. New abutments being 20-25 feet back from the existing abutments and being perpendicular to the centerline of roadway.

2. Cast-in-place concrete struts between bents 3 and 4 in bridges 1,2 & 3 would not help the structure to resist the longitudinal forces from the superstructure, but produce secondary stresses in the piles due to the thermal expansion of the struts.

3. Designing anchor/thrust blocks on the uphill side of the pile caps to resist lateral forces in the transverse direction when the addition of X-bracing to the steel piling columns and/or pile collar would perform the same function. Unequal settlement is of concern.

4. Designing a bridge support on drilled-in caisson type footing with insufficient data to establish the allowable pile bearing capacity for the basalt. In addition, Foundation Science recommended that the piling be socketed three feet minimum into the unweathered, intact basalt, yet foundations in bridges 1,2 and 3, five feet is stated. On bridge 4, ten feet of piling is embedded into unweathered, intact basalt.

5. Designing a foundation system at bridge 4, bents 2 and 3 which would require removal of the existing adjacent timber bents resulting in an additional 6 to 8 week road closure. Installation of a shaft socketed into the basalt may have been a better alternate, whereas this work could have been performed without a road closure.

6. Providing a set of drawings which are inconsistent and unclear. A logically sequence set of drawings which clearly identify the work to be completed are both beneficial to the owner and the contractor. Field changes resulting from inaccurate drawings could be minimized.

As of this date, Multnomah County has expended $127,368.00 on CRS Group Engineers to provide the construction management service, evaluate the adequacy of the original bridge plans, provide a geotechnical investigation, redesign and provide new plans for the four structures.

In June 1983, a neighborhood meeting was held to discuss the project status. As a result, the County established a citizen task force (area residents and interest groups) to identify their concerns as they relate to the Cornell Road proposed improvements.

On Spetember 17, 1983, County personnel met at the proposed project site with ODOT and FHWA officials to determine the minimum requirements necessary to obtain federal funding through the HBR program. Their preliminary indications were favorable. Participation would require conformance to standards consistent with the current road functional class and other criteria relevant to horizontal and vertical alignment, as well as making adequate provisions for pedestrian/bicycle traffic. Waivers to the minimum 36 foot roadway would be allowed because of the substandard tunnel widths and sensitive environmental area. In addition, existing on-hand material (approximately $150,000.00) may be utilized as a portion of the County's 20% matching monies provided the on-hand material meets current FHWA standards. As a result of the foregoing, the County has decided to discard the previous designs and undertake redesigning the project consistent with the current functional class and FHWA standards. The scope of work shall include minor roadway realignment and overlays, replacing the existing four timber bridges and rehabilitation of two concrete viaducts and miscellaneous retaining walls.

Redesign Process

The redesign process will be in four phases; preliminary design; ODOT and FHWA review and approval of the preliminary design; roadway and structures design; and ODOT and FHWA review and approval. Refer to the attached Project Schedule for the redesign schedule.

Preliminary Design

A modified traverse alignment profiles and roadway cross section surveys will be required to establish the final roadway design alignment profile and roadway width. Limits of the surveys will be from NW 30th Street to the Audubon Society building, with special emphasis from the west end of tunnel #1 to 500 feet west of bridge #4. Additional surveys will be required at the two concrete viaducts and four timber structures. Previous surveys performed during the County's original design and partial construction will be utilized. Survey notes will be reduced and placed on final design alignment profile contract drawings. Contours to be included.

Previous investigations have indicated there is an excessive amount of asphalt on the existing concrete viaducts. Corings will be taken by County forces to ascertain the asphalt thickness and to determine the limits of the top deck. Drawings are available for viaduct #1 but not viaduct #2. The two concrete viaducts will be checked for capacity and structural adequacy. Structure rehabilitation will be designed for HS-20 loading.

Soil investigation by County forces will be necessary for the roadway base design.

In-place casings and drilled holes at the bridge structures, as performed under the first contract, need to be investigated. Diary and field measurements contradict. Not all casings are installed to intact basalt, nor are all drilled holes imbedded four feet into basalt. Drilled holes are 17 inch diameter.

On-hand material to be utilized in the new design will require additional research. Not all materials meet current FHWA standards.

A geotechnical investigation will be required by an outside service to evaluate the existing and partially cased holes at the four bridge locations. Recommend and determine an economical foundation system. Locate and ascertain viaduct footings and determine the maximum allowable vertical and hroizontal soil bearing capacities. Investigate and evaluate existing stone retaining walls and make recommendations as required. Previous geological and geotechnical reports contain insufficient information to design an economical and safe foundation system.

Select cost effective and safe bridge replacements utilizing existing material and foundation conditions. Refer to the attached for the preliminary plan view dimensions.

Roadway and structure general plans will be produced for ODOT and FHWA review. In addition, a synopsis of the Cornell Road history, a list of on-hand material and existing in-place conditions of the proposed new structures will be produced. It is anticipated that the preliminary process will be completed by the end of April, 1984. It appears that the structures and roadway alignment, profile and width could be determined by the middle of February, 1984.

ODOT and FHWA Review

It is anticipated that the review process by ODOT and FHWA may vary from 2 to 3 weeks prior to receiving notification to proceed with the redesign.

Final Design Process

The final roadway and structure design process will be dependent on the complexity of the preliminary design basically stemming from the required roadway width, rehabilitation to the existing concrete viaducts and the foundation system. It is anticipated that the final design process for plans and specifications to take approximately 14 weeks.

ODOT and FHWA Approval

ODOT and FHWA review and approval of final drawings is estimated at approximately 6 weeks.

It is anticipated that the design process would be completed by November, 1984, with advertisement in January, 1985, and actual construction to commence in March, 1985.

During the design process, participation by area residents and interest groups will best occur during determination of roadway width, alignment, and profile; producing roadway and structure general plans; ODOT and FHWA approval of preliminary drawings; completion of the final drawings for both roadway and structures.

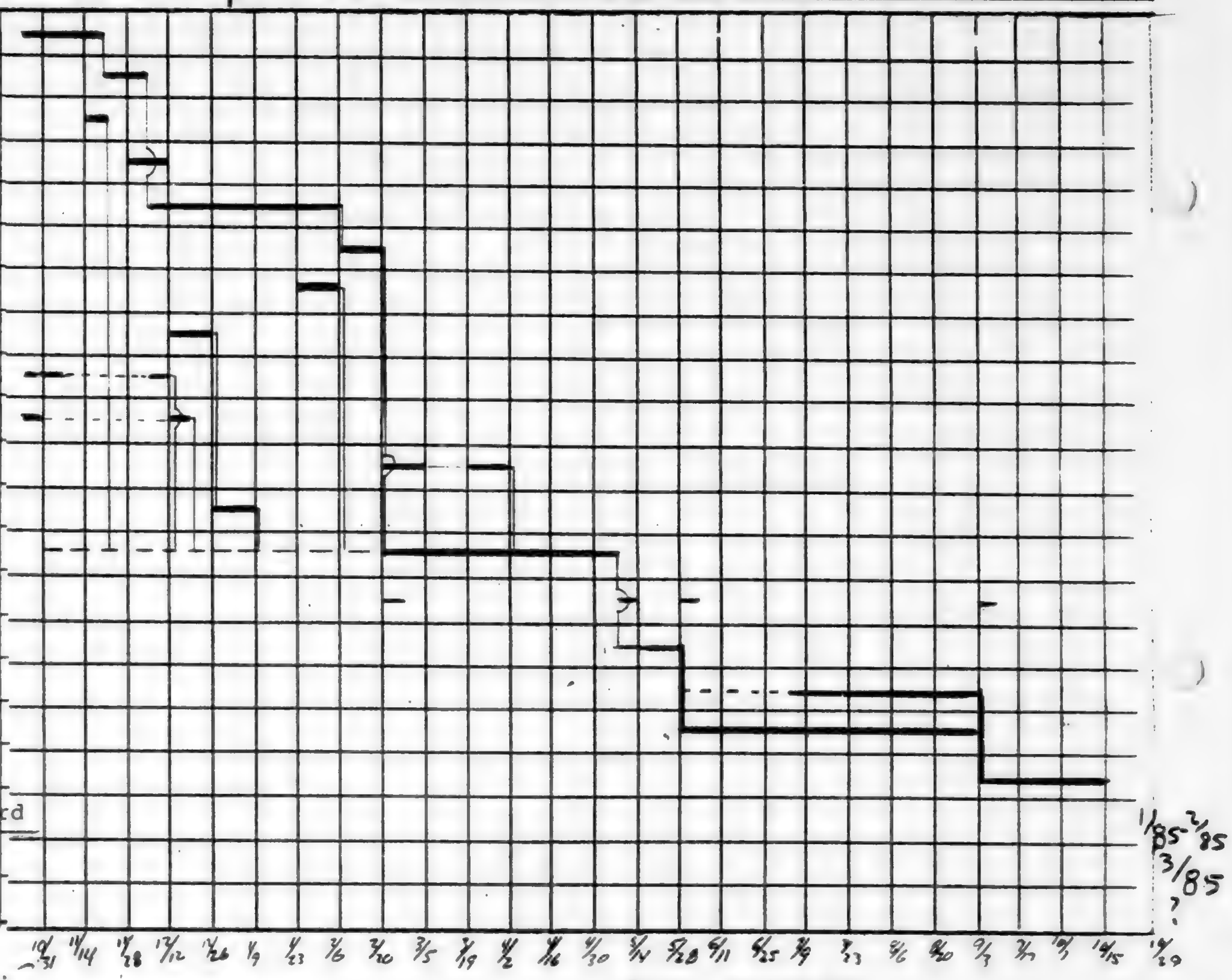
PROJECT SCHEDULE

Project Name Cornell Road Structures

Project No. B 0048

WORK CODE	ACTIVITIES
245	Modified traverse alignment - Survey
230/255	Modified traverse Alignment - Design
245/255	Existing concrete viaduct asbuilt
230/245	Existing bridge & caisson asbuilt
245/230	Roadway cross sections
230/255	Roadway width, alignment and profile
255	Construct base map - contours
247	Inhouse roadway & viaduct investigation - (cores)
230	Material on-hand acceptability
230/255	Drilled caisson as built
	Geotechnical investigation
230	Viaduct structural adequacy
230/255	Structure preliminary design/general plans
	Public input/status
	ODOT/Fed P.E. review
230/255	Roadway design - Spec's
230/255	Structure design - Spec's
	ODOT/Fed design review
	Contract - advertise, bid award
	Begin construction
	End construction

83 ↔ 84 DURATION - BIWEEKLY

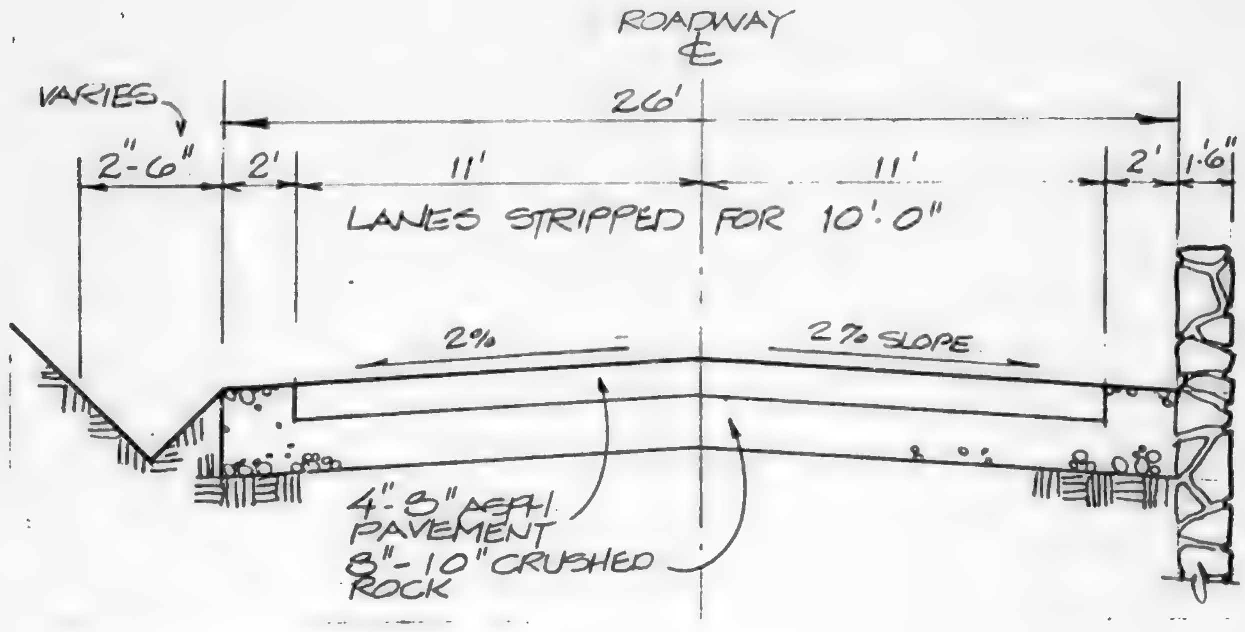


Prepared By Stan M. Ghezzi

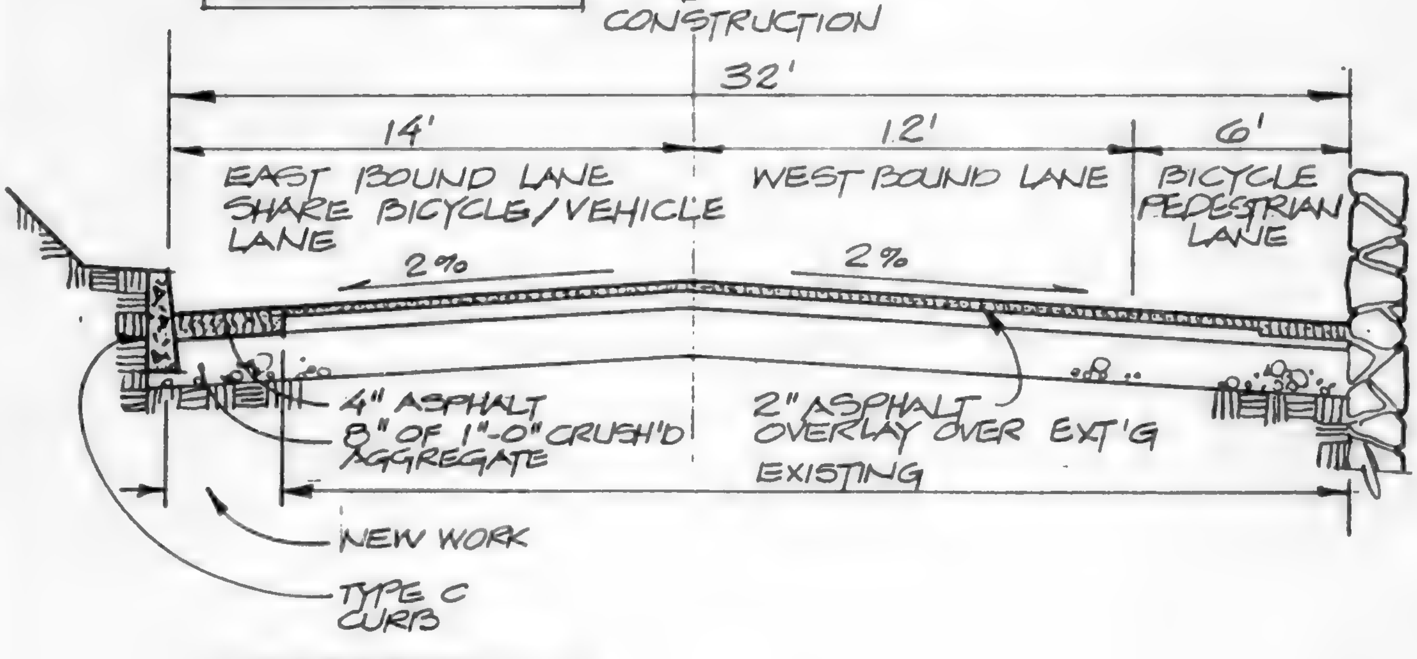
Date 11/29/83

Approved By

Date


ROADWAY ℄
VARIES
26'
2'-6"
2'
11'
11'
2'
1'-6"
LANES STRIPPED FOR 10'-0"
2%
2% SLOPE
4"-8" ASPH PAVEMENT
8"-10" CRUSHED ROCK

EXISTING


℄ CONSTRUCTION
32'
14'
12'
6'
EAST BOUND LANE SHARE BICYCLE/VEHICLE LANE
WEST BOUND LANE
BICYCLE PEDESTRIAN LANE
2%
2%
4" ASPHALT
8" OF 1"-0" CRUSH'D AGGREGATE
2" ASPHALT OVERLAY OVER EXT'G
EXISTING
NEW WORK
TYPE C CURB

PROPOSED

DATE
1/20/84

ROADWAY SECTION

DES. BY

CHK'D BY

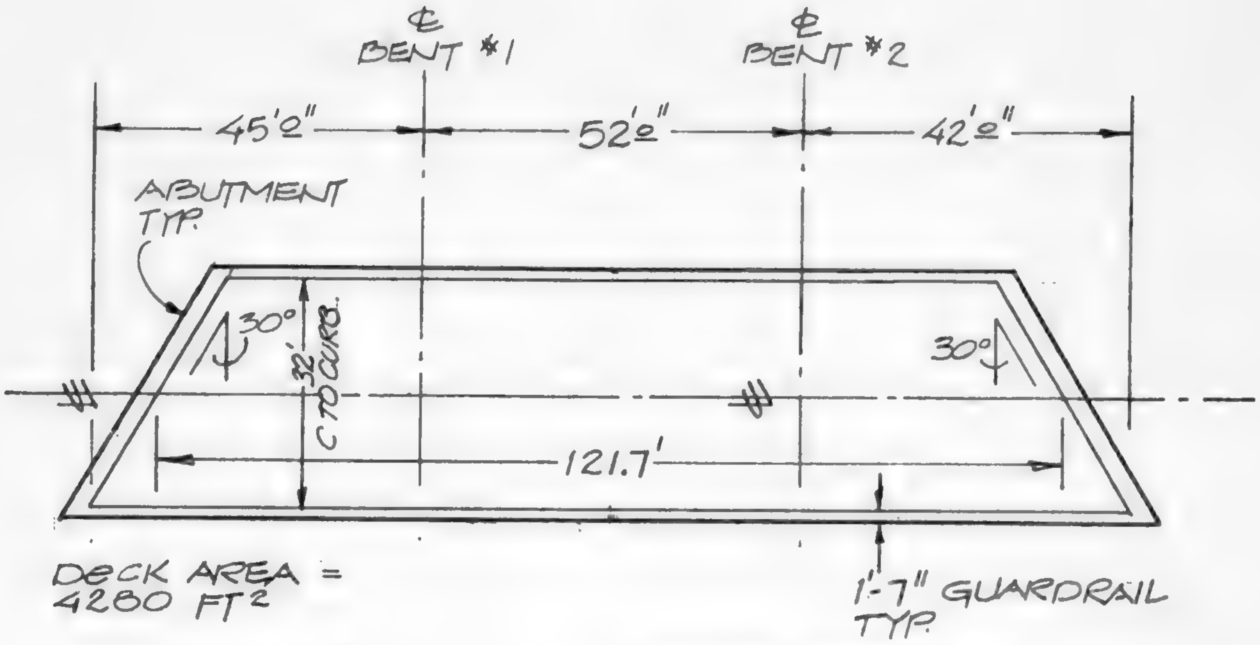
CORNELL ROAD
IMPROVEMENT PROJECT

ENVIRONMENTAL SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

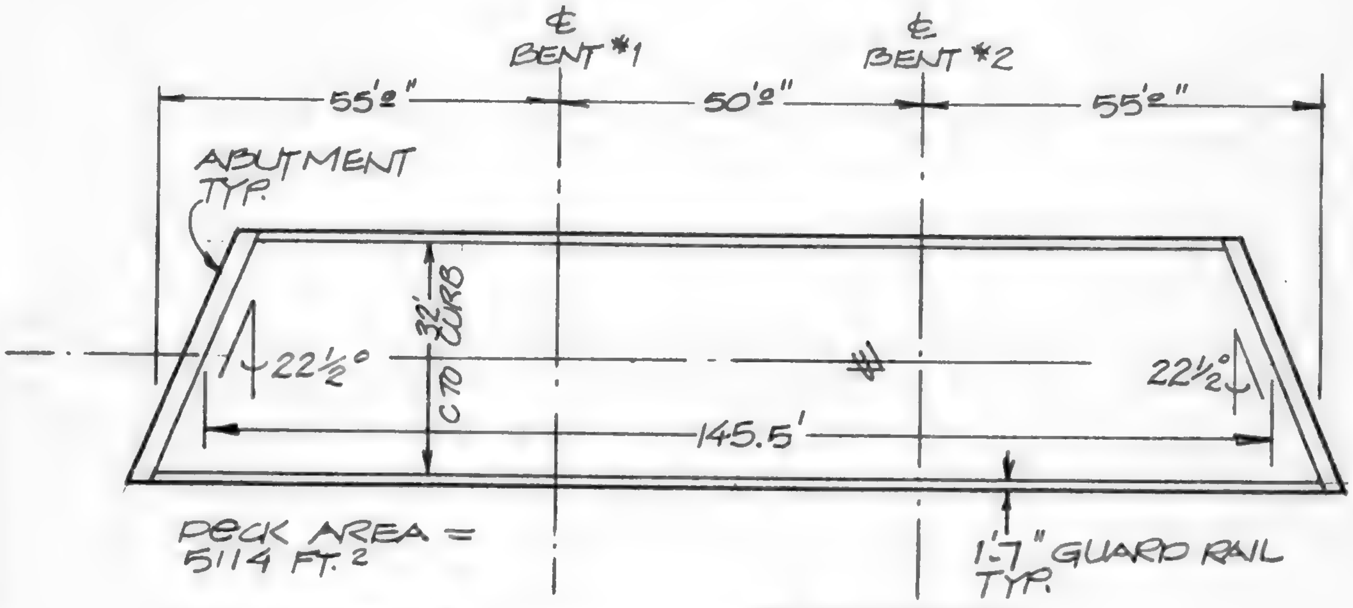
MULTNOMAH COUNTY OREGON

PROJ. NO.
B-0048

OF


℄ BENT #1
℄ BENT #2
45'2"
52'2"
42'2"
ABUTMENT TYP.
30°
32' C TO CURB
30°
121.7'
DECK AREA = 4280 FT^2
1'-7" GUARDRAIL TYP.

BRIDGE #1 **PROPOSED**
(#11037)

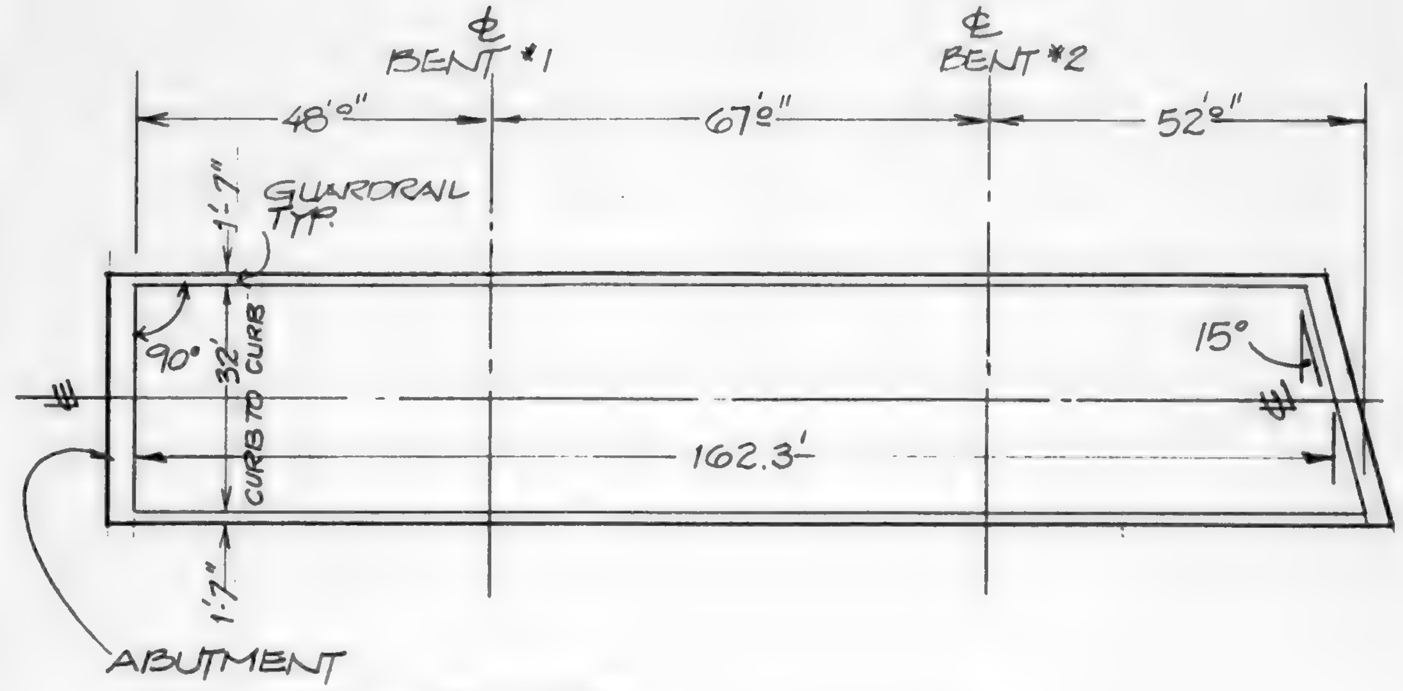

℄ BENT #1
℄ BENT #2
55'2"
50'2"
55'2"
ABUTMENT TYP.
22½°
32' C TO CURB
22½°
145.5'
DECK AREA = 5114 $FT.^2$
1'-7" GUARD RAIL TYP.

BRIDGE #2 **PROPOSED**
(#11039)

DATE 1/20/84
BRIDGE PLAN VIEW
DES. BY
CORNELL ROAD IMPROVEMENT PROJECT
CHK'D BY

ENVIRONMENTAL SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591
MULTNOMAH COUNTY OREGON

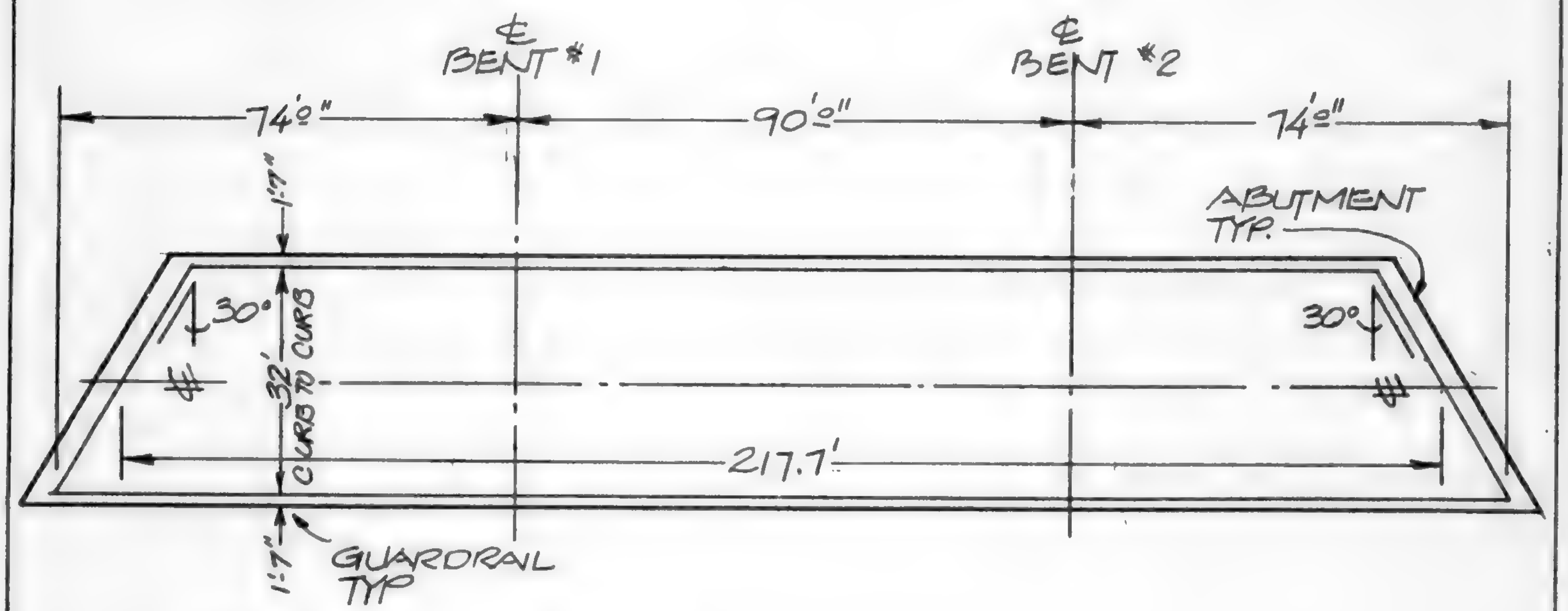
PROJ. NO. B-0048
OF


℄
BENT #1
℄
BENT #2
48'0"
67'0"
52'0"
1'7"
GUARDRAIL TYP.
90°
32' CURB TO CURB
15°
162.3'
1'7"
ABUTMENT

DECK AREA = 5707 Ft²

BRIDGE #3 **PROPOSED**

(#11040)


℄
BENT #1
℄
BENT #2
74'0"
90'0"
74'0"
1'7"
ABUTMENT TYP.
30°
30°
32' CURB TO CURB
217.7'
1'7"
GUARDRAIL TYP

DECK AREA = 7656 Ft²

BRIDGE #4 **PROPOSED**

(#11041)

DATE 1/20/84	BRIDGE PLAN VIEW	ENVIRONMENTAL SERVICES 2115 S.E. MORRISON PORTLAND, OREGON 97214 (503) 248-3591	PROJ. NO. B-0048
DES. BY	CORNELL ROAD IMPROVEMENT PROJECT	MULTNOMAH COUNTY OREGON	
CHK'D BY			OF

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

903 Local Government

Geotechnical Investigation Fee	$45,000	
Inhouse Soil Investigation	1,000	
Portland School District	30,000	
(Payment for additional expense to School District for Transportation of students as a result of road closure)	$76,000	Total

1985 Washington State Line-Linn/10,145
Lane County Line (Unit 2) Sec of Pac.
Hwy. (Signing)

10 [illegible] jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(96)283

2. STATE PROJECT NO.

2A. COUNTY NAME
Clackamas
Washington
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40236

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 1, 1987

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
Washington State LINE Linn /Lane Co. Line

11. GENERAL DESCRIPTION OF WORK
Repair damage done to an irrigation system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/1/87 as requested in Mr. Husby's letter of 12/8/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved for a TEC of $1,600; Federal Funds $1,476.

RECEIVED
STATE HWY ENGR
JAN 11 '89
ASSIGNED TO
Cam Gilmour
FOR

Cy - Pol. & Plan.

14. DATE 1/9/89

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (D. Forbes)

US Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	**REPORT NUMBER** 3	**COUNTY** Multnomah, Washington and Clackamas		**DIVISION** Oregon
DATE OF REPORT 8/4/88		**REPORT MADE BY** Ed Fischer, Assistant Area Engineer		**PROJECT NO.** IR-5-5(96)283
COMPLETION DATE 10/22/87		**ACCEPTANCE DATE BY CONTRACT AGENCY** 3/29/88	**TIME ELAPSED** 100 %	**CONTRACT TIME** 360 C. D.
APPROVED EXTENSIONS		**LOCATION** See Below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate and the contractors final wage certificate are attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

WASHINGTON STATE LINE/LANE CO. LINE (UNIT 2)
PACIFIC HIGHWAY
Signing

This project provided for refurbishing or replacing those signs within the subject limits which were in unacceptable condition, except for those scheduled to be replaced in conjunction with an upcoming project. Sign illumination was also upgraded as necessary and catwalks were provided in some cases for maintenance activities.

The contract work was awarded to Coral Construction on 11/8/85. Work started 4/21/86 and was completed 10/22/87 within the specified completion time. The final project cost overran the original authorization of $1,345,190 by 11%. Reasons for the increase include replacement of wood posts that did not meet current safety standards, legend changes, sign bridge alterations, and additional signs that were not anticipated during preliminary design.

A final inspection was performed on 10/27/87.

- EF -

RECEIVED
STATE HWY ENGR
AUG 9 '88
REFER TO
Husby
FOR

Cy 8-12

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Edward G. Fischer		**SIGNATURE**	
TITLE Assistant Area Engineer	**DATE** 8/5/88	**TITLE** District Engineer A	**DATE** 8/8/88

FORM FHWA 1446B (Rev 1-87) PREVIOUS EDITIONS MAY BE USED.

10,145

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10145

TO: Manager
Commission Services

DATE: March 28, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10145 ,	On Site Work Substantially Completed	October 22, 1987
All Work Completed	February 29, 1988		
Project	Washington State Line-Linn/Lane County Line		
Highway	Pacific		
County	Various		
Type of Work	Signing		
Contractor	Coral Construction Co.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 4/4/88

RECEIVED
MAR 31 1988
COMMISSIO SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,145

J

April 4, 1988

CON 5 - 10,145

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Contract No. 10,145 awarded to Coral Construction Company for signing on the Washington State Line-Linn/Lane County Line (Unit 2) Section of the Pacific Highway in Multnomah, Washington, and Clackamas Counties was completed on February 29, 1988, and accepted by the State Highway Division on March 28, 1988.

The total contract amount is $1,300,209.99.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Coral Construction Company
P. O. Box 347
Wilsonville, OR 97070

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Rick Kuehn

10 14

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Washington State Line-Linn/Lane Co. Line (Unit 2)		WEEK ENDING January 16, 1988
		CONTRACT NO 10145
HIGHWAY Pacific	COUNTY Various	F A PROJECT NO IR 5-5(96)283
CONTRACTOR Coral Construction	KIND OF WORK Signing	DATE OF AWARD November 8, 1985
PROJECT AUTHORIZATION	ENGINEERING	FIRST NOTIFICATION DATE April 21, 1986
CURRENT AUTHORIZATION $1,488,190.49	AUTHORIZATION $ 135,657.99 COST THIS WEEK $ 300.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST $1,456,310.72	TOTAL TO DATE $ 138,000.00	SECOND NOTIFICATION DATE AND
ESTIMATED PERCENT XXXXUN/UNDERRUN 2.1 %	PERCENT OF AUTHORIZATION 101 %	October 22, 1987

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	/ /	360	359.0	99	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
January 12, 1988

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS:0

PERCENT CONTRACT WORK COMPLETED
100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	0	0

ACTIVITIES THIS WEEK:
None.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:
None.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Semifinal estimate submitted to Region on Jan. 12.

FINAL REPORT

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Al Stormo
for David L. Jones

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: November 20, 1987

In Reply Refer to
File No.:
CON 5
10145

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-5(96)283

Contract 10145, Work Completed October 22, 1987

Project Washington State Line-Linn/Lane County Line (Unit 2)

Highway Pacific

County Various

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-27-87

LMH
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
NOV 27 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

NOTED
SHE'S OFFICE

CPC/FL4

RECEIVED
NOV 23 1987
OREGON DIVISION

734-2023 (2-85)

10 4 5 jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah, Washington and Clackamas	DIVISION Oregon

IN COMPANY WITH
Dave Jones and Marion Craft, OSHD

DATE OF INSPECTION 10/27/87	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	PROJECT NO. IR-5-5(96)283

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

WASHINGTON STATE LINE/LANE CO. LINE (UNIT 2)
PACIFIC HIGHWAY
Signing

This project provided for refurbishing or replacing those signs within the subject limits which were in unacceptable condition, except for those scheduled to be replaced in conjunction with an upcoming project. Sign illumination was also upgraded as necessary and cat-walks were provided in some cases for maintenance activities.

The contract work was awarded to Coral Construction on 11/8/85. Work started 4/21/86 and was completed 10/22/87 within the specified completion time. The final project cost overran the original authorization of $1,345,190 by 4%. The State's request for increased authorization is attached to the Division Office copy of this report which details the revisions which contributed to the overrun. There were no materials problems and no contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
W. E. SCHWARTZ

cg
11/9

RECEIVED
STATE HWY ENGR
NOV 6 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form **FHWA-1446A**
(Rev. 2-84)

10.115

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 6-161
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-12-87

State Oregon
County Clackamas, Washington & Multnomah
Project Number IR-5-5(96)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,345,190.00	$ 1,478,190.00
Federal funds	$ 1,240,534.00	$ 1,363,186.00
Other revisions		

This modification is made for the following reasons:
To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of JUN, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon April 30, 1987

Federal-Aid Project No. IR-5-5(96)

Washington State Line-Linn/Lane County Line (Unit 2)
Pacific Highway
Clackamas, Washington, & Multnomah Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Signing (M.P. 283.11 to M.P. 308.38)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
24-inch Plastic Glare Shield Blades	Each	$20.00	1,123	$ 22,460.00	1,248	$ 24,960.00
Type AA Signs in Place	Sq. Ft.	17.00	12,765	217,005.00	12,961	220,337.00
Type BB Signs in Place	Sq. Ft.	18.00	760	13,680.00	843	15,174.00
Type C and D Overlay Signs in Place	Sq. Ft.	10.00	732	7,320.00	1,347	13,470.00
Extra for Legend Material Change (PA #1A)	Lump Sum	---	---	---	100%	27,451.65
Luminaire Supp. Channels (PA #2)	Lump Sum	---	---	---	100%	23,425.00
Wood Sign Post (Adj. #1A)	FBM	2.857	---	---	2,116	6,045.41
Adj. "L"s BI 12 (Adj. #3A)	Cu. Yd.	619.195	---	---	3.3	2,043.34
Adj. "L"s BI #15 (Adj. #4A)	Lbs.	1.7225	---	---	1,287	2,216.86
Field Alter Sign Struc. Hardware Etc. (FA #1)	---	---	---	---	---	15,000.00
				$260,465.00		$350,123.26

Increase	$ 89,658.26
Subtotal from Estimate of November 18, 1985	1,195,724.88
Subtotal	$1,285,383.14
Engineering	192,806.86
Total	$1,478,190.00

Length of Project -------------------- 0.0 mi.

Federal Funds (92.22%)	$1,363,186.00
State Funds	115,004.00
TOTAL	$1,478,190.00

Group 010 = 0%; Group 011 = 100%
Contract No. 10,145
Prefix: C626-1963 P.E.
C10145 F03856
Appn Code: 044
Clackamas County = 3%
Multnomah County = 63%
Washington County = 34%

RLC:me

16,145

TO BE COMPLETED BY FHWA 12-1	US Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Multnomah, Clackamas, Washington PROJECT NO. IR-5-5(96)283

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Washington State Line - Linn/Lane County Line (Unit 2)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9/30/85	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,345,190.00	$ 1,240,534.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator NOV 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 18, 1985

FEDERAL AID PROJECT NO. IR-5-5(96)283

WASHINGTON STATE LINE-LINN/LANE CO. LINE (UNIT 2)
PACIFIC HIGHWAY
CLACKAMAS, WASHINGTON & MULTNOMAH COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SIGNING (M.P. 283.11 to M.P. 308.38)

Mobilization	Lump Sum	All	Lump Sum	$ 77,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	50,000.00
Temporary Signs	Sq. Ft.	450	10.00	4,500.00
Temporary Barricades	Each	8	125.00	1,000.00
Temporary Plastic Safety Markers	Each	50	40.00	2,000.00
Sequential Arrow Signs	Each	2	2,000.00	4,000.00
Flaggers	Hour	200	18.00	3,600.00
24-inch Plastic Glare Shield Blades	Each	1,123	20.00	22,460.00
Reflective Strips or Reflectos	Each	236	5.00	1,180.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	14,000.00
Wood Sign Posts	Lump Sum	All	Lump Sum	4,000.00
Sign Support Footings	Lump Sum	All	Lump Sum	20,000.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	3,100.00
Single Post Breakaway Sign Supports	Lump Sum	All	Lump Sum	3,800.00
Breakaway Sign Posts	Lump Sum	All	Lump Sum	18,000.00
Sign Bridge Maintenance Walkways	Lump Sum	All	Lump Sum	202,000.00
Modify Trusses	Lump Sum	All	Lump Sum	10,000.00
Modify Cantilever Sign Bridges	Lump Sum	All	Lump Sum	7,000.00
Modify Structure Mounts	Lump Sum	All	Lump Sum	16,000.00
Exit Number Sign Supports	Lump Sum	All	Lump Sum	500.00
Modify Existing Secondary Sign Supports	Lump Sum	All	Lump Sum	500.00
Type "AA" Signs in Place	Sq. Ft.	12,765	17.00	217,005.00
Type "AA" Overlay Signs in Place	Sq. Ft.	17,900	17.00	304,300.00
Type "BB" Signs in Place	Sq. Ft.	760	18.00	13,680.00
Type "BB" Overlay Signs in Place	Sq. Ft.	220	18.00	3,960.00

Type "C" and "D" Signs in Place	Sq. Ft.	1,810	10.00	18,100.00
Type "C" and "D" Overlay Signs in Place	Sq. Ft.	732	10.00	7,320.00
Type "EE" Signs in Place	Sq. Ft.	413	11.00	4,543.00
Type "EE" Overlay Signs in Place	Sq. Ft.	51	11.00	561.00
Type "EEE" Signs in Place	Sq. Ft.	8	18.00	144.00
Type "F" and "G" Signs in Place	Sq. Ft.	90	18.00	1,620.00
Type "F" and "G" Overlay Signs in Place	Sq. Ft.	25	15.00	375.00
Type "H" Signs in Place	Sq. Ft.	18	12.00	216.00
Type "H" Overlay Signs in Place	Sq. Ft.	18	12.00	216.00
Type "I" Signs in Place	Sq. Ft.	80	10.00	800.00
Type "V" Signs in Place	Sq. Ft.	360	14.00	5,040.00
Type "M" Signs in Place on Type "AA Signs	Sq. Ft.	720	8.00	5,760.00
Type "R" Signs in Place on Type "AA" Signs	Sq. Ft.	437	8.00	3,496.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	1,000.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	126,000.00
Removal of Existing Illumination	Lump Sum	All	Lump Sum	11,000.00
				$ 1,189,776.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 5,948.88
		$ 5,948.88
	Subtotal	$ 1,195,724.88
	Engineering	149,465.12
	Total	$ 1,345,190.00

Length of Project	0.0 mi.
Federal Funds (92.22%)	$ 1,240,534.00
State Funds	104,656.00
Total	$ 1,345,190.00

Group 010 = 0% Group 011 = 100%
Contract No. 10,145
Prefix: C626-1963 P.E.
C10145
Appn Code 044
Clackamas County = 3%
Multnomah County = 63%
Washington County = 34%

CPL:bkb/me

10 145

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. CON 5
10145

AGENDA
J[illegible] 1987

DATE: January 8, 1987

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Washington State Line-Linn/Lane County Line
(Unit 2) Section
Pacific Highway, Various Counties
Contract No. 10145

This Interstate signing project is about 70 percent complete and it appears the final cost will overrun approximately 10.6 percent, or $143,000.

There were several fairly extensive revisions and additions to the existing signing and these items added nearly $157,000 to the project cost. Field conditions made it necessary to alter existing sign bridges in order to make current design compatible with those structures. A legend change was required because originally designed legend was unsatisfactory due to poor visibility. Existing wood sign posts that were to remain in place failed to meet current safety standards and had to be replaced. Additional signs were required that were not anticipated during the preliminary engineering phase.

Engineering costs have increased dramatically because of the wide geographic area of the project and the field investigation, redesign and inspection required for the additional work. The work duration has extended also due to the additional work. The contractor has also gone to a two shift operation, requiring twice as much field engineering.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $143,000 to a new total of $1,488,190.49. This matter will be on the consent calendar for the January 20 meeting.

cc: Bob Bothman
Fran Neavoll
C. O. Fredrickson
Dick Hacek
Rich Kuehn
George Bell

Form 734-3122

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
10145

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 8, 1987

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Washington State Line-Linn/Lane County Line
(Unit 2) Section
Pacific Highway, Various Counties
Contract No. 10145

This Interstate signing project is about 70 percent complete and it appears the final cost will overrun approximately 10.6 percent, or $143,000.

There were several fairly extensive revisions and additions to the existing signing and these items added nearly $157,000 to the project cost. Field conditions made it necessary to alter existing sign bridges in order to make current design compatible with those structures. A legend change was required because originally designed legend was unsatisfactory due to poor visibility. Existing wood sign posts that were to remain in place failed to meet current safety standards and had to be replaced. Additional signs were required that were not anticipated during the preliminary engineering phase.

Engineering costs have increased dramatically because of the wide geographic area of the project and the field investigation, redesign and inspection required for the additional work. The work duration has extended also due to the additional work. The contractor has also gone to a two shift operation, requiring twice as much field engineering.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $143,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. A. Kuehn B. M. Walton
D. L. Jones Don Trout

jc cc: OSHD (L. [illegible]. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JAN 5 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah, Washington and Clackamas	DIVISION Oregon
IN COMPANY WITH Dave Jones, Project Manager; OSHD			
DATE OF INSPECTION 12/8/86	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer		PROJECT NO. IR-5-5(96)283
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 77 %	WORK COMPLETED 68 %

WASHINGTON STATE LINE - LINN/LANE CO. LINE (UNIT 2)
PACIFIC HIGHWAY
Signing

NOTED
V. E. SCHWART

Scope of Inspection:

The purpose of this inspection was to review the status of the project and to discuss Price Agreements, Extra Work Orders and overruns in bid items.

Work Complete and in Progress:

No work was in progress during this inspection. Due to restrictions on lane closures during peak hours the contractor works primarily at night. The contractor is also beginning to work both a day and night shift in order to complete the project on time. The completed signs are installed throughout the project as the manufactured signs become available resulting in many of the sign installtions being completed in a piecemeal fashion.

Price Agreements, Extra Work Orders and Overruns:

- A $27,452 price agreement provided for substituting high intensity reflective sheeting for the sign legend after it was discovered that the specified material experienced reduced reflectivity when moisture collects on the button reflectors. A stop work order was issued from 12/4/85 to 3/12/86 while the legend problem was evaluated. Stop work orders were also issued for long holidays when traffic volumes were high; 7/2/86 to 7/7/86 and 8/29/86 to 9/2/86.

- An Extra Work Order for approximately $20,000 provided for numerous situations in which the as built drawings did not accurately reflect existing field conditions and extra work was required.

- Lump Sum Bid Items (Wood sign posts, sign support footings, break-away sign posts and modify structure mounts) are anticipated to overrun approximately $55,000 due to existing mounts which were damaged, missing, or in some cases needed to be relocated.

- Unit Price Bid Items (Type AA signs in place, Type C and D signs in place, Type C and D overlay signs in place) are anticipated to overrun approximately $35,000 due to design charges made subsequent to letting the contract.

- A Price Agreement for approximately $20,000 involves luminar support channels. The quantity of material for this work was estimated at 2,460 lbs. in the special provisions. The quantity required for the project is approximately 10,210 lbs.

Overall, project costs are anticipated to overrun the initial project authorization by approximately 10.6%.

- LMH -

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(96)207

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah, Clackamas Washington, Marion and Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40236

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 23, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Washington State Line - Lane County Line Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/10/86 we approve the revised Preliminary Engineering costs to a TEC of $127,500; Federal Funds $117,580.

(Increase TEC $82,000; Federal Funds $75,620)

RECEIVED
STATE HWY ENGR
SEP 26 '86
REFER TO
Potter
FOR
Inf Inv R/D O/R Sign Act File

Orig. to
9/26

14. DATE 9/25/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Date: April 10, 1986

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40236
Project No. IR-5-4(96)207
Washington State Line-Lane County Line Sec.
Various Counties

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

This is the final request for this project. A significant increase occurs under activity 911 (Sign and Signal Design) due to the underestimated complexity and depth of involvement on the original authorization. Activity 903 (Final Design Bridge and Foundation) has been added due to the unanticipated need for sign bridge design. Various other activities have increased or decreased slightly to reflect actual cost.

The preliminary engineering costs are $127,500.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

DDB:bkb
Attachment
cc: Paul D. Singer
Shirley Williams
Metro Region
Region 2

jc cc: OSHD (Rulien)

STATE COPY ✓

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
MAY 22 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy 5/23

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah, Washington and Clackamas	Oregon

IN COMPANY WITH: Dave Jones, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
May 8, 1986	W. N. Bryant, Area Engineer	IR-5-5(96)283

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	20 %	5 %

WASHINGTON STATE LINE - LINN/LANE CO. LINE (Unit 2)
PACIFIC HIGHWAY
Signing

W. E. SCHWARTZ

Work to be completed under this project consists of replacing or refurbishing approximately 29,665 sq. ft. of Type AA signs, 980 sq. ft. of Type BB signs, 2,542 sq. ft. of Type C & D signs, 464 sq. ft. of Type EE signs, 115 sq. ft. of Type F & G signs, 1,633 sq. ft. of Type H, I, V, M, and R signs and other incidental work common to this type project. A contract in the amount of $1,189,776 was awarded to Coral Construction Co., Wilsonville, Oregon on November 8, 1985. Work on the project began on April 21, 1986.

At the time of this inspection the contractor was installing wood sign posts and regulatory signs at various locations throughout the project. To date approximately 75 percent of the planned sign foundation work has been completed and manufacturing of the planned signs has begun.

Subsequent to contract award a problem was encountered with the sign legend specified. This contract specified the use of high intensity encapsulated reflective sheeting with reflectorized removal legend. However, it was found that under certain atmospheric conditions (dew point temperature), moisture collects on the button reflectors which reduces or, in some cases, entirely eliminates their reflective capabilities. When this condition exists, the reflectability of the sign sheeting reduces or completely eliminates the ability of the driver to read the sign legend at night.

As a result of this problem, the State Traffic Engineer conducted an experiment on the legend of two signs in the Eugene area in an effort to find a satisfactory solution. This experiment consisted of replacing some of the specified reflectorized legend with high intensity reflective sheeting and observing and photographing the

Form FHWA-1446A
(Rev. 2-84)

effectiveness of the two types of legend. Based on the results of this experiment, the legend on all appropriate signs on this project have been changed to high intensity reflective sheeting. The work is being accomplished under Price Agreement No. 1 at an estimated cost of $27,000. Approval is recommended.

While the time elapsed exceeds the percentage of work completed by a substantial amount at the present time, the overall progress of the work is considered satisfactory. Following receipt of the signs, which are presently being manufactured, the contractor is expected to require very little time in final installation. All work should be completed well ahead of the contract time of 360 calendar days, which began on November 21, 1985.

- WNB -

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

INTEROFFICE MEMO
TRA 24-1

TO: Gary Potter, Manager
Program Section

DATE: April 25, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Washington State Line-Linn/Lane County Line
Pacific Highway

The scope and original estimate of the above project has increased considerably. This increase was caused by the decision to include regulatory signs, warning signs, and ramp terminal signs in the project.

With the inclusion of the additional signs, the manpower and time needed to prepare this contract have increased to the point where it will not be possible to meet the proposed letting date. In addition, sign contractors and suppliers have commented that the size of the proposed project may be greater than most sign contractors could handle.

For these reasons the Traffic Section would like to divide this project into two units, splitting the project at the Willamette River (MP 238.11)

The two units would be described as follows:

Washington State Line-Linn/Lane County Line (Unit 1)

Linn, Marion, and Clackamas Counties

Estimated cost $600,000

Estimated Letting Date June, 1985

Washington State Line-Linn/Lane County Line (Unit 2)

Clackamas, Washington and Multnomah Counties

Estimate Cost $1,400,000

Estimated Letting Date September, 1985

Please add these revisions to the Project Control System.

RECEIVED
STATE HWY ENGR
APR 30 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

SRW:dpy

cc: Ed Hunter

Date 5-1-85

cc Bud George
Potter

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: April 10, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40236
Project No. IR-5-4(96)207
Washington State Line-Lane County Line Sec.
Various Counties

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

This is the final request for this project. A significant increase occurs under activity 911 (Sign and Signal Design) due to the underestimated complexity and depth of involvement on the original authorization. Activity 903 (Final Design Bridge and Foundation) has been added due to the unanticipated need for sign bridge design. Various other activities have increased or decreased slightly to reflect actual cost.

The preliminary engineering costs are $127,500.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

DDB:bkb
Attachment
cc: Paul D. Singer
~~Shirley Williams~~ Gen File
Metro Region
Region 2

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 3

DATE: January 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Contractor "Good Faith Efforts" Documentation

In response to your correspondence of November 12 and 29, 1985:

Our Construction Engineer and the EEO, MBE and Labor Compliance staff met with John Price and Robert Hathaway on December 20, 1985. We agree with your findings following discussion and review of Oregon projects IR-5-5(96)283 and FAP-21-1(14).

I am submitting for your review and approval recommended changes within our Special Provisions that better define "Good Faith Efforts". The Oregon State Highway Division's analysis of those efforts will be more thoroughly documented in determinations as to the adequacy of contractors' efforts. Also attached for your approval is the Oregon State Highway Division's procedure to determine "Good Faith Efforts".

LR:TJ:mk

Attach.
cc: Fred D. Miller
W. E. Schwartz
C. O. Fredrickson
Thomas Jones, Jr.
Jack Sollis
Vicki Nakashima

Form 734-3122

SPECIAL PROVISIONS
REVISION

8. Affirmative Action - In addition to signing the DBE/MBE/WBE participation commitment statement contained in the proposal, the bidder who has not achieved the assigned goal on this project shall document "Good Faith" Efforts taken to obtain DBE/MBE/WBE participation, such as all of the following actions:

(A) The bidder attended any pre-solicitation or prebid meetings that were scheduled by the contracting agency to inform minority and women business enterprises of contracting and subcontracting or material supply opportunities available on the project;

(B) The bidder identified and selected specific economically feasible units of the project to be performed by minority and women business enterprises in order to increase the likelihood of participation by such enterprises;

(C) The bidder advertised in general circulation, trade association, minority and trade oriented, women-focus publications, if any, concerning the subcontracting or material supply opportunities;

(D) The bidder provided written notice to a reasonable number of specific minority and women business enterprises provided or maintained by the Department of Transportation, soliciting bids for the selected subcontracting or material supply work, in sufficient time to allow the enterprises to participate effectively;

(E) The bidder followed up initial solicitations of interest by contacting the enterprises to determine with certainty whether the enterprises were interested;

(F) The bidder provided interested minority and women business enterprises with adequate information about the plans, specifications and requirements for the selected subcontracting or material supply work;

(G) The bidder negotiated in good faith with the enterprises, and did not without justifiable reason reject as unsatisfactory bids prepared by any minority and women business enterprises, including at a minimum:

(1) The name, address or telephone number of each DBE/MBE/WBE and the date of contact.

(2) A description of the information provided regarding the plans and specifications for the portions of the work to be performed;

(3) A statement of why additional agreements were not reached.

(H) Where applicable, the bidder advised and made efforts to assist interested minority and women business enterprises in obtaining bonding, lines of credit or insurance required by the contracting agency or contractor;

(I) The bidder's efforts to obtain minority and women business enterprise participation were reasonably expected to produce a level of participation sufficient to meet the goals or requirement of the public contracting agency.

PROCEDURE TO DETERMINE GOOD FAITH EFFORTS IN MEETING ASSIGNED GOALS FOR DBE/MBE/WBE PARTICIPATION

The supplemental required contract provisions Disadvantaged Business Enterprise (DBE), Minority Business Enterprise (MBE) and Woman Business Enterprise (WBE) are part of the specifications for all Oregon Highway Construction projects. The Oregon Department of Transportation establishes this procedure to provide a process by which an evaluation and analysis will be made to determine a bidder's Good Faith Efforts. The Department's review will determine if the contractor's efforts to comply results in award and/or non-award of a contract.

Should the low bidder not meet the assigned DBE/MBE/WBE contract goals, the Department shall:

Make an appointment with the low bidder to review Good Faith efforts made to achieve goals prior to the determination of low bid, if the firm's documentation is not complete.

Project No. ______________________

Bid amount ______________________

DBE amount ______________________
(dollars) (percentage)

Assigned goals ______________________
(DBE) (WBE)

A. The bidder attended any presolicitation or prebid meetings that were scheduled by the contracting agency to inform minority and women business enterprises of contracting and subcontracting or material supply opportunities available on the project.

Dates: ______________________

Verification of bidder attendance: ______________________

____

Analysis: ______________________

____

B. The bidder identified and selected specific economically feasible units of the project to be performed by minority and women business enterprises in order to increase the likelihood of participation by such enterprises.

Dollar amount of items: ______________________

Analysis: ______________________________

____

C. The bidder advertised in general circulation, trade association, minority and trade oriented, women-focus publications, if any, concerning the subcontracting or material supply opportunities.

Publication, specific ad, date, and verification: ______________

____

____

____

Analysis: ______________________________

____

D. The bidder provided written notice to a reasonable number of specific minority and women business enterprises, identified from a list of certified minority and women business enterprises provided or maintained by the Department of Transportation, soliciting bids for the selected subcontracting or material supply work, in sufficient time to allow the enterprises to participate effectively.

Number of DBE's contacted: ______________________

Number of WBE's contacted: ______________________

Were these firms capable of doing the work designated? __________

Date of notices: ______________________________

Verification: ______________________________

____

Analysis: ______________________________

____

E. The bidder followed up initial solicitations of interest by contacting the enterprises to determine with certainty whether the enterprises were interested.

Number of follow-up contacts: ____________________

What specific firms: ____________________

____

Dates: ____________________

Results: ____________________

Verification: ____________________

____

Analysis: ____________________

____

F. The bidder provided interested minority and women business enterprises with adequate information about the plans, specifications and requirements for the selected subcontracting or material supply work.

Information provided: ____________________

DBE/MBE/WBE receiving information: ____________________

____

Dates: ____________________

Verification: ____________________

____

Analysis: ____________________

____

G. The bidder negotiated in good faith with the enterprises, and did not without justifiable reason reject as unsatisfactory bids prepared by any minority and women business enterprises.

Verification: ____________________

____

Analysis: ____________________

____

H. Where applicable, the bidder advised and made efforts to assist interested minority and women business enterprises in obtaining bonding, lines of credit or insurance required by the contracting agency or contractor.

DBE/MBE/WBE

Verification: ______________________________

____

Analysis: ______________________________

I. The bidder's efforts to obtain minority and women business enterprise participation were reasonably expected to produce a level of participation sufficient to meet the goals or requirement of the public contracting agency.

Organizations ______________________________

Specific request to bidder: ______________________________

____

Dates: ______________________________

Verification: ______________________________

____

Analysis: ______________________________

____

Other Good Faith Efforts

Identify: ______________________________

____

____

Verification: ______________________________

____

Analysis: ______________________________

____

TJ:sc

12171s

Eoff

IVING CONTRACTORS,
'S, UTILITIES AND
USTRIAL CUSTOMERS
CE 1919.

rtland
N.W. 10th Avenue
Box 2828—97208
) 222-9411

lem
Box 709—97308
) 363-9251

gene
Charnelton
Box 10828—97440
) 342-1277

ncouver
Harney Street
Box 407—98666
) 694-7504
) 226-6200 (Portland)

nd
S.W. Hill
Box 43—97701
) 388-1544

January 17, 1986

Oregon State Highway Department
Department of Transportation
Salem, OR 97310

Gentlemen:

Please be advised that our firm will be delivering materials to the project known as Washington State Line/Linn County Line located at Portland; Multnomah, Linn and Lane Counties; Oregon on order of our customer, W. R. Grasle Company. This is not a claim against any bond associated with the project, but rather merely a notice that we are involved with the project and would claim against the bond with Oregon State Highway Department as principle and as surety in the event we were not paid for the materials we furnish.

Please be assured that this notice is not intended to reflect adversely upon yourself, our customer, or any other person or business associated with the project. This is simply something which our corporate attorney requested we do on all projects and, I think you will agree, something which is merely a good business practice.

In closing, let me convey to you our firm's thanks for your patronage and our hope that you will be pleased with the materials that we will be supplying. If you have any questions regarding this notice, please feel free to contact me at 399-9776.

Thank you again.

Sincerely,

EOFF ELECTRIC COMPANY, INC.

Raymond M. Ramsay

RMR:sk

cc: W. R. Grasle Company

CERTIFIED MAIL NO. P 071302466

RECEIVED
STAT. HWY ENGR

JAN 21 '86

REFER TO
Construction

FOR

Info	Inves	R/O	D/R	Sign	Act	File
					✓	

cc: Ed Hardt

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

January 8, 1986

Charles R. Schrader
1600 Orbanco Building
1001 S. W. 5th Avenue
Portland, Oregon 97204

RE: I-5 Sign Projects; Your Letter of December 23, 1985

copies
#1c 111

Dear Chuck:

I have received and have reviewed your letter of December 23, 1985 concerning the position of your client Gaynetco, Inc., regarding the proposed change in the lettering requirements on the I-5 sign project contracts. I have also discussed these projects with the appropriate Highway Division employes.

It is the Highway Division position, in which I concur, that the proposed change may be made in accordance with the existing contracts and specifications for those projects. This change would not be beyond the general scope of those agreements, and would not be in violation of statutes or constitution. Therefore, I find no reason to require a rebid of these contracts.

Sincerely,

ORIGINAL SIGNED BY
DALE K HORMANN

Dale K. Hormann
Assistant Attorney General

DKH:bk

cc: Jack Sollis
L. E. George
C. O. Frederickson
Jim Butler
Bryant Jackmond
Ed Hunter

RECEIVED
STATE HWY ENGR
JAN 9 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ALLEN, KI[illegible]MER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFF

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

*OREGON AND WASHINGTON BARS

GEORGE V. EIGHMEY
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPAT[illegible]
GEORGE L. HIBB[illegible]

RECEIVED
STATE HWY ENGR
JAN 7 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
JAN 06 1986
LEGAL

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
1986
LEGAL

NOTED
L SOLLIS

December 23, 1985

Mr. Dale K. Hormann
Transportation Building
Room 113
Salem, OR 97310

5499.11

1/7 cc L E George
C O Fredrickson
Bill Anhorn
Ed Hardt
Cm

Re: Change from Button Copy to Direct Copy on I-5 Sign Projects

Dear Dale:

This confirms our telephone conversation of December 23, 1985 on the above-referenced matter.

As I stated in that call, we represent Gaynetco, Inc. We understand that a change is pending on the sign projects from the Lane County line to the Willamette River at Wilsonville and from that point to the Columbia River to convert the lettering on the signs from "button copy". It is our client's position that such a change is beyond the general scope of the contract and such a change would, therefore, be in violation of ORS 279.011 to 279.061, as well as the Oregon State Constitution.

If a change is, in fact, to be made, our clients request that the job be rebid. If the change is made without a rebid, please be advised that our client intends to initiate appropriate legal action.

If you have any questions about the meaning or intent of this letter, please contact me immediately.

Very truly yours,

Charles R. Schrader

CRS/cah
cc: Gaynetco, Inc.

E. S
1-3-86
Sollis
Are we in trouble?
ESH

No
VLS
1-6-86

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

TO: C. O. Frederickson
Construction Engineer

DATE: December 12, 1985

FROM: L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT: Contract Revisions
Washington State Line-Linn/Lane County Line
Unit 1 - Contract 10,111
Unit 2 - Contract 10,145

The plans and specifications for these contracts required that all type "AA" and type "BB" signs be manufactured with encapsulated lens (high intensity) sheeting and reflector button removable legend. Because of problems with the reflector button legend when used with high intensity sheeting, it has been decided to revise the contracts and substitute high intensity reflective sheeting legend for the reflector button legend.

Attached are the changes to the standard specifications and special provisions that will be necessary to require the use of reflective sheeting legend. Would you please have the project managers prepare a price agreement with the contractors to cover this change.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

SRW:dc

Attachments

cc: E. S. Hunter
W. E. Schwartz
Don Adams
E. L. Hardt
W. G. Anhorn

RECEIVED
STATE HWY ENGR
DEC 16 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Contract Revisions
Reflectorized Removable Legend
Washington State Line-Linn/Lane County Line
Unit 1 - Contract 10,111
Unit 2 - Contract 10,145

The following changes should be made to the standard specifications and special provisions:

645.03 Types of Signs: Delete the description of Types "AA" and "BB" signs as given in this subsection of the standard specifications and special provisions and substitute the following:

> Type "AA" - Green encapsulated lens reflective sheeting on extruded aluminum panels of 0.100 inch sheet aluminum with silver-white encapsulated lens reflective sheeting removable legend. Extruded aluminum panels shall be used for all new signs. Sheet aluminum shall be used to overlay existing signs.
>
> Type "BB" - Blue encapsulated lens reflective sheeting on extruded aluminum panels or 0.100 inch sheet aluminum with silver-white encapsulated lens reflective sheeting removable legend. Extruded aluminum panels shall be used to overlay existing signs.

645.12 Alternate Materials - Delete the last sentence in the first paragraph and substitute the following:

> Only silver-white encapsulated lens reflective sheeting removable legend is allowed on types "AA" and "BB" signs.

761.17(b) Reflective Sheeting Legend - Delete the last paragraph.

761.19(b) Sampling Procedure - Delete the first paragraph and substitute the following:

> The manufacturer will submit to the project manager two samples of each size of reflectorized sheeting removable legend.

From the special provisions delete the listing of the sign border and legend samples to the submitted for test purposes.

November 15, 1985

CON 5 - 10,145

Coral Construction Company
P. O. Box 347
Wilsonville, OR 97070

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,145 for signing on the Washington State Line-Linn/Lane County Line (Unit 2) Section of Pacific Highway in Multnomah, Washington and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Fireman's Fund Insurance Company
Fidelity and Surety Dept.
121 S. W. Salmon St., Suite 900
Portland, OR 97204

Tromp and McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Dave Jones

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6314

FILE: CON 5

TO: Larry Rulien
State Highway Engineer

DATE: November 1, 1985

J. L. Widmer

FROM: J. L. Widmer
EEO, MBE & Labor Compliance Officer

SUBJECT: Washington St. Line-Linn/Lane Co. Line (Unit 2)
Contract No. 10,145
Review of Coral Construction Co.
Efforts to Meet DBE Goals

On October 31, Lorraine Ellis and I met with Coral Construction Co. at their firm headquarters near Wilsonville. We examined the efforts made prior to bid opening to meet the project DBE goals of 10%. Representing Coral Construction were Dean Clapperton, Joe Lever, and Larry Arnold.

Efforts were made to subcontract all the temporary items and electrical work which, if this had been successful, would have met the assigned goal.

Thirteen minority firms and six women-owned firms were asked to submit quotes on this project. One minority firm submitted a low quote for bid items 2, 3, 4, 8 and 9 equaling $68,967.00 or 5.8%. Other firms were either not bidding or their quotes were unacceptable.

An ad was placed in the Business Today (formerly Daily Journal of Commerce) requesting quotes from minorities and females. This ad was run on October 21 and 22, 1985.

The contractor has, in my view, made satisfactory good faith efforts to meet the assigned goals of this project. For these reasons, I recommend award of the contract to Coral Construction Co., the low bidder on this project.

JLW:mk

11011M

APPROVED

STATE HIGHWAY ENGINEER

Date 11/1/85

orig Gormsen
cys potter
Widmer
files
11-1-85

RECEIVED
NOV 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

Coral Construction Company
SPECIALTY HIGHWAY AND GENERAL CONTRACTORS

P.O. Box 347
Wilsonville, Oregon 97070
Phone (503) 682-2252

October 28, 1985

Oregon Department of Transportation
Office of Commission Services
Room 121, State Transportation Bldg.
Salem, OR 97310

RE: Washington State Line to Linn/
Lane Co., Unit II
Bid Date: October 24, 1985

SUBJECT: Submission of DBE/MBE/WBE
Documentation, Affirmative Action
Steps

Gentlemen:

In accordance with the Supplemental Required Contract Provisions, Paragraph 5 and 6, as the apparent low bidder on the above referenced contract, we submit the following DBE to be used as a subcontractor on the above referenced project:

Kaspac Industries Inc.
P.O. Box 02178
Portland, OR 97202

Bid Item	Description	Quantity	Unit Price	Amount
2	Furnish Labor & Equipment for Temporary Traffic Control	ALL	LS	$43,400.00
3	Furnish & Install Temporary Signs	450/SF	$ 5.00/SF	2,250.00
4	Furnish and Install Temporary Barricades	8/EA	100.00/EA	800.00
8	Furnish and Install 24" Glare Shields	1,123/EA	19.00/EA	21,337.00
9	Furnish and Install Reflective Strips	236/EA	5.00/EA	1,180.00
	TOTAL			$68,967.00

The total of $68,967.00 amounts to 5.8% of the 10% DBE goal for this project.

Our bidding documents are available to be reviewed with the Highway Division personnel at your earliest convenience on the good faith efforts that Coral has made in attempting to meet this project goals.

Please contact myself or Deane Clapperton, our EEO/Minority Business Liaison Officer, to schedule a review of our documents.

Very truly yours,
Larry Arnold
Larry Arnold
Operations Manager

LA:11

CC: Deane Clapperton
Joe Lever

RECEIVED
OCT 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

7.5-12

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

RECEIVED
STAT.. HWY ENGR
NOV 13 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

November 12, 1985
IN REPLY REFER TO
HRP-OR/X 971.1

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-5(96)283
I-5, Washington Line - Linn/Lane Counties
"Good Faith Efforts" Documentation

The request for concurrence in award on this project was recently submitted to our office advising that the low bidder had not met the DBE goal and award was recommended based on the contractor's "good faith efforts". We have reviewed the supporting documentation prepared by the contractor and the Highway Division in an effort to arrive at a decision on concurrence in award.

Our review of the available information indicates the contractor did perform some activity in most of the appropriate good faith effort steps outlined in the contract provisions. It appears, however, that additional and more timely efforts could have been made to increase the DBE participation rate above the contractor's 5.8% commitment. Overall, we feel the good faith efforts are marginally satisfactory.

A major result of this review is our increased concern about the documentation required from the contractors addressing their good faith efforts as required in the Special Provisions, and OSHD's documentation of its determination as to the adequacy of those efforts. We firmly believe that a thorough analysis by the State is essential to support a recommendation to accept or reject good faith efforts. We further believe complete and orderly documentation, particularly in the Highway Division files, is imperative if the action is to survive challenges by an unsuccessful bidder or a rejected low bidder.

Also, based upon our review of this project, it appears the special provisions to define "good faith efforts" could be further improved. We recommend your staff take another look at the affirmative action steps in the special provisions and the essential information needed for OSHD to make a solid determination of the adequacy of good faith efforts.

Until your procedures are revised and we have established sufficient experience with them, we will review all contractor and OSHD information on good faith efforts which are intended to support the request for concurrence in award for projects failing to meet the assigned goal.

We would be pleased to further discuss this with you and your staff and to assist in your evaluation of the applicability of your special provisions, as well as the improvement of your internal documentation procedures.

Our concurrence in award of bid for this project is being returned through normal procedures.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

cc:
OSHD (T. Jones, Const)
OSHD (G. Potter, Prog)
OSHD (J. Sollis, Justice)
Region (HCR-010)

jc

[illegible]

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(96)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME
Clackamas
Washington
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40236

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
OCT 9 '85
REFER TO
Potter
FOH
Info | Inves | R/D | D/R | Sign | ct | ile

7. DATE AUTHORIZATION EFFECTIVE September 30, 1985
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER

10. GENERAL LOCATION:
Washington State Line - Linn/Lane Co. Line

11. GENERAL DESCRIPTION OF WORK
Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 9-27-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $1,287,849; Federal Funds $1.187,654.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 10/8/85
15. SIGNATURE OF APPROVING OFFICIAL D.K. Hosmer
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(96)207

2. STATE PROJECT NO. See below

2A. COUNTY NAME See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40236

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-12-84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION
Washington State Line - Lane County Line Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $45,500
☐ ACQUISITION OF RIGHT-OF-WAY
FF $41,960
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's PEA dated 6-29-84.

RECEIVED
STATE HWY ENGR
JUL 16 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 7-12-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E Wilken

16. TITLE Division administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1985 Ladd Creek (Hot Lake North 10,146
Rd) Bridge Sec. on Hot Lake North Rd.
(Grading & structure)

C+A 8224 9-28-84

1859

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 8, 1988

In Reply Refer to
File No.:

Union County Road Department
Route 1, Box 1676
LaGrande, Oregon 97850

RE:	Project Name:	Ladd Creek (Hot Lake N.) Bridge
	Federal Aid No.:	BROS 3100(7)(9)
	Pool Account No.:	4691

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $1,326.30 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Pete Gonzalez

Pete Gonzalez, Supervisor
Billings, Research, and Revenue

PG/AH/rp

cc: Oregon State Treasurer
Local Government Investment Pool

SUMMARY:

Participating PE Cost		$ 14,892.62
Participating Construction Cost		130,773.20
Total Participating Cost		$ 145,665.82
Federal Funds		
PE (80%)	$ 11,914.10	
Construction (80%)	104,618.56	(116,532.66)
Subtotal		29,133.16
Less State Share of Constr. Cost		(13,077.32)
Plus Nonparticipating Co. Const.		117.86
Less County's Advance Deposit		
PE AD #84-121	$3,900.00	
Const. AD #85-66	13,600.00	(17,500.00)
REFUND DUE THE COUNTY		**(1,326.30)**

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
MAR 08
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

AH/gk/Summary

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 3, 1988

COUNTY: UNION AGREEMENT NO: 8224 PROJECT NO: BROS-3100(7 & 9)

CONTRACT NO: 10146 SECTION: Ladd Creek (Hot Lake North) Bridge

PRELIMINARY ENGINEERING (Prefix No. C231-1966):

	Participating	Nonparticipating
Project Manager	$ 4,861.18	
Final Design	5,183.70	
Temporary Traffic Protection	16.84	
Region Utility Liaison	182.64	
Location	94.95	
Program System	83.97	
Administrative Services	24.67	
Environmental Studies	173.98	
Structural Foundations	1,196.85	
Free Bridge Design	4,335.31	$ 406.58
Geotechnical Investigation	1,304.09	
Free Specifications	3,109.18	
Surface Design Engineer	140.81	
Proceeds Project Prospectus	37.50	
Review Field Survey	24.87	
Prepare Permits	49.89	
Hydraulics	1,516.68	
TOTAL PE COST	$ 22,337.11	$ 406.58
Less Free Bridge Design & Specs.	(7,444.49)	(406.58)
	$ 14,892.62	$ -0-

Construction Prefix C10146

	Participating	Nonparticipating
Payment to the Contractor	$ 117,514.20	
Interest on Final Payment	-0-	$ 117.86
Field Engineering	9,393.64	
Construction Branch	215.53	
Technical Services	407.02	
Materials Section	3,232.26	
Prepare Permits	10.55	
Total Construction Costs	$ 130,773.20	$ 117.86

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PAGE      4

                 JOB COST SUMMARY RUN ON  03-01-88
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 02/26/88

                                  CREW         CURRENT       BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER        MONTH           DATE
--       -------- ---------- ------        -------       ----------
C2311966 921      001        7200                              750.63
C2311966 921      136        0500                              669.38
C2311966 921      501        0100                               66.75
C2311966 921      504        7200                              324.90
ACTIVITY   921                                                            1,811.66 SUBTOTAL  — To 929

C2311966 923      001        7430                              134.86
C2311966 923      001        7530                               39.12
ACTIVITY   923                                                              173.98 SUBTOTAL  /

C2311966 927      001        7460                              963.95
C2311966 927      504        0100                               19.50
ACTIVITY   927                                                              983.45 SUBTOTAL  Free —

C2311966 929      001        7200                            1,297.52
ACTIVITY   929                                                            1,297.52 SUBTOTAL

C2311966 934      001        7100                               72.88
C2311966 934      001        7120                              990.24
C2311966 934      030        7120                              159.92
C2311966 934      501        7111                               24.00
C2311966 934      501        7120                               55.25
C2311966 934      550        7120                                1.80
ACTIVITY   934                                                            1,304.09 SUBTOTAL ✓

C2311966 960      501        7120                               37.50
ACTIVITY   960                                                               37.50 SUBTOTAL ✓

C2311966 963      001        7113                               24.87
ACTIVITY   963                                                               24.87 SUBTOTAL

C2311966 964      001        7000                               49.89
ACTIVITY   964                                                               49.89 SUBTOTAL

EA          C2311966 TOTAL                                              22,743.69


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     3

                JOB COST SUMMARY RUN ON  03-01-88
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                 CHARGES ARE CURRENT TO 02/26/88

                                    CREW         CURRENT       BALANCE TO
EA         ACTIVITY  OBJ-DETAIL  NUMBER        MONTH           DATE
--         --------  ----------  ------       -------       ----------
C2311966                          0100                       12,151.77 ***
C2311966              136         0500                           44.98
C2311966              194         0100                            8.56
C2311966              194         7400                           25.93
C2311966              199         0100
C2311966              199         7400
C2311966              504         0100                           63.70
C2311966              504         7120                            4.25
C2311966              504         7300                            4.80
C2311966              504         7400                            5.40
C2311966              504         7430                           17.40
ACTIVITY                                                                  12,326.79 SUBTOTAL

C2311966 900          501         7120                           40.00
ACTIVITY   900                                                                40.00 SUBTOTAL

C2311966 903          001         7420                          427.45
C2311966 903          001         7421                          203.05
C2311966 903          001         7430                          466.80
C2311966 903          001         7460                          817.79
ACTIVITY   903                                                             1,915.09 SUBTOTAL

C2311966 905          001         7000                           45.14
C2311966 905          001         7310                        2,071.72
C2311966 905          001         7350                           49.89
C2311966 905          001         7361                           11.99
C2311966 905          001         7363                          106.54
C2311966 905          001         7365                          157.75
C2311966 905          130         7300                            4.50
C2311966 905          504         0100                           22.81
ACTIVITY   905                                                             2,470.34 SUBTOTAL

C2311966 906          001         7310                          157.14
ACTIVITY   906                                                               157.14 SUBTOTAL

C2311966 907          001         7331                           16.84
ACTIVITY   907                                                                16.84 SUBTOTAL

C2311966 914          001         7700                           50.56
ACTIVITY   914                                                                50.56 SUBTOTAL

C2311966 920          001         0631                           83.97
ACTIVITY   920                                                                83.97 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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48.73 FREE

1915.09 FREE

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                  JOB COST SUMMARY RUN ON  03-01-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 02/26/88

                                 CREW       CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER      MONTH          DATE
--       -------- ---------- ------     -------      ----------
C10146            136        0500                          7.12
C10146            146        8056                        107.80
C10146            199        0530                         16.29
C10146            199        8056                         37.54
C10146            300        8056                    117,514.20
C10146            349        8056                        117.86   INTEREST
C10146            550        8215                        118.40
C10146            555        0521                         13.96   Tech
C10146            555        0531                          2.37
ACTIVITY                                                          117,935.54 SUBTOTAL

C10146   010      001        0813                         48.03
C10146   010      001        0821                         55.71
C10146   010      030        0813                        111.79       ✓
ACTIVITY   010                                                        215.53 SUBTOTAL   conference office

C10146   900      001        5000                        264.55
C10146   900      001        8007                         49.37
C10146   900      001        8008                        762.43
C10146   900      001        8056                      6,425.86
C10146   900      030        5000                         81.22
C10146   900      030        8008                         78.63
C10146   900      030        8056                        458.16
C10146   900      134        9999                         57.75
C10146   900      150        8056                         11.10
C10146   900      199        8067                        178.46
C10146   900      548        8036                         30.40
C10146   900      550        8056                        617.60
C10146   900      574        8056                         56.00
ACTIVITY   900                                                      9,071.53 SUBTOTAL

C10146   901      001        0521                         17.48
C10146   901      001        7460                        318.21   Tech
C10146   901      267        7000                         50.00
ACTIVITY   901                                                        385.69 SUBTOTAL

C10146   927      504        7460                          5.00
ACTIVITY   927                                                          5.00 SUBTOTAL

C10146   940      001        8007                         18.26
C10146   940      001        8213                         44.38
C10146   940      001        8214                        983.14
C10146   940      001        8221                         69.48
C10146   940      030        8214

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     2

                 JOB COST SUMMARY RUN ON  03-01-88
            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                   PAYROLL CHARGES ARE LOADED
                 CHARGES ARE CURRENT TO 02/26/88

                                  CREW
EA        ACTIVITY OBJ-DETAIL  NUMBER         CURRENT      BALANCE TO
--        -------- ----------  ------          MONTH          DATE
                                              -------      ----------
C10146    940      550         8213                              ~~4.60~~
C10146    940      550         8215                             28.00
C10146    940      551         8052                            573.00
C10146    940      551         8056                          1,228.00
C10146    940      551         8200                            117.00
C10146    940      551         8214                            110.00
C10146    940      551         8215                             61.00
ACTIVITY    940                                                        3,236.86 SUBTOTAL

C10146    964      001         7000                             10.55
ACTIVITY    964                                                           10.55 SUBTOTAL

C10146    990      001         0521                             34.96
ACTIVITY    990                                                           34.96 SUBTOTAL

EA          C10146 TOTAL                                              130,895.66

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                              JOB COST SUMMARY RUN ON  01-06-88
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 01/01/88

                                              CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--         ------ -------- ---------- ------ -----          -------        ----------
C10146    000              136        0500                                      7.12
OBJ-DETAIL 136                                                                  7.12

C10146    000              146        8056                                    107.80
OBJ-DETAIL 146                                                                107.80

C10146    000              550        8215                                    118.40
OBJ-DETAIL 550                                                                118.40

C10146    000              555        0521                                     13.96
C10146    000              555        0531                                      2.37
OBJ-DETAIL 555                                                                 16.33

ACTIVITY                                                                      249.65 SUBTOTAL

C10146    000     010      001        0813                                     48.03
C10146    000     010      001        0821                                     55.71
OBJ-DETAIL 001                                                                103.74

C10146    000     010      030        0813                                    111.79
OBJ-DETAIL 030                                                                111.79

ACTIVITY   010                                                                215.53 SUBTOTAL

C10146    000     900      001        5000                                    264.55
C10146    000     900      001        8007                                     49.37
C10146    000     900      001        8008                                    762.43
C10146    000     900      001        8056                                  6,425.86
OBJ-DETAIL 001                                                              7,502.21

C10146    000     900      030        5000                                     81.22
C10146    000     900      030        8008                                     78.63
C10146    000     900      030        8056                                    458.16
OBJ-DETAIL 030                                                                618.01

C10146    000     900      134        9999                                     57.75
OBJ-DETAIL 134                                                                 57.75

C10146    000     900      150        8056                                     11.10
OBJ-DETAIL 150                                                                 11.10

C10146    000     900      548        8036                                     30.40
OBJ-DETAIL 548                                                                 30.40


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10/146

1-7-88

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PAGE    10

                          JOB COST SUMMARY RUN ON  01-06-88
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 01/01/88

                                                CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD          MONTH           DATE
--         ------ -------- ----------- ------ -----         -------       ----------
C10146     000    900      550         8056                                  617.60
OBJ-DETAIL 550                                                               617.60

C10146     000    900      574         8056                                   56.00
OBJ-DETAIL 574                                                                56.00

ACTIVITY   900                                                              8,893.07 SUBTOTAL

C10146     000    901      001         7460                                  318.21
OBJ-DETAIL 001                                                               318.21

C10146     000    901      267         7000                                   50.00
OBJ-DETAIL 267                                                                50.00

ACTIVITY   901                                                               368.21 SUBTOTAL

C10146     000    927      504         7460                                    5.00
OBJ-DETAIL 504                                                                 5.00

ACTIVITY   927                                                                 5.00 SUBTOTAL

C10146     000    940      001         8007                                   18.26
C10146     000    940      001         8213                                   44.38
C10146     000    940      001         8214                                  983.14
C10146     000    940      001         8221                                   69.48
OBJ-DETAIL 001                                                              1,115.26

C10146     000    940      030         8214
OBJ-DETAIL 030

C10146     000    940      550         8213                                    4.60
C10146     000    940      550         8215                                   28.00
OBJ-DETAIL 550                                                                32.60

C10146     000    940      551         8052                                  573.00
C10146     000    940      551         8056                                 1,228.00
C10146     000    940      551         8200                                  117.00
C10146     000    940      551         8214                                  110.00
C10146     000    940      551         8215                                   61.00
OBJ-DETAIL 551                                                              2,089.00

ACTIVITY   940                                                              3,236.86 SUBTOTAL

C10146     000    964      001         7000                                   10.55


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  01-06-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 01/01/88
                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 001                                                           10.55

ACTIVITY   964                                                           10.55 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                              12,978.87

C10146   001             349        8056                                117.86
OBJ-DETAIL 349                                                          117.86

ACTIVITY                                                                117.86 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                 117.86

C10146   011             199        0530                                 16.29
C10146   011             199        8056                                 37.54
OBJ-DETAIL 199                                                           53.83

C10146   011             300        8056                            117,514.20
OBJ-DETAIL 300                                                      117,514.20

ACTIVITY                                                            117,568.03 SUBTOTAL

C10146   011    900      199        8067                                178.46
OBJ-DETAIL 199                                                          178.46

ACTIVITY   900                                                          178.46 SUBTOTAL

C10146   011    901      001        0521                                 17.48
OBJ-DETAIL 001                                                           17.48

ACTIVITY   901                                                           17.48 SUBTOTAL

C10146   011    990      001        0521                                 34.96
OBJ-DETAIL 001                                                           34.96

ACTIVITY   990                                                           34.96 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                             117,798.93

EA         C10146 TOTAL                                             130,895.66


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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11/-96

C10146

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation: 11-23-97

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BROS-3100 (9)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 10-2-85 To: 9-22-97

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$130,891.06	$130,773.20	80%	$104,618.56	$104,618.56	$0.00

117

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______________________ Controller *Authorized Officer* ____________ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Ladd Cr. (Hot Lake Airport Rd.) Bridge Section County Road Union County					
	Construction Type Code X080 Ladd Creek Br. (No. 10789A) (Sta. 19+78.50 to Sta. 20+31.50)					
	Final Contract Payment Summary		Lump Sum		$ 65,186.00	
	Type Code E000 Roadway (Sta. 15+30 to Sta. 19+78.50 and Sta. 20+31.50 to Sta. 24+50)					
	Final Contract Payment Summary		Lump Sum		$ 52,328.20	
	TOTAL PARTICIPATING PROJECT COST				$117,514.20	
	Construction Engineering					
	State		All Required		13,259.00	
	TOTAL PARTICIPATING PROJECT COST				$130,773.20	
	Non Participating Project Cost					
	Interest on Final Payments		All Required		117.86	
	TOTAL PROJECT COST				$130,891.06	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11-25-87					
	AMOUNT CARRIED FORWARD					

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REPORT FMRP224-1                                                                                        PAGE 13,909

                                          OREGON DEPARTMENT OF TRANSPORTATION
                                             JOB COST SUMMARY BY EA/SUBJOB
                                                    AS OF 11/30/87

02  HIGHWAY DIVISION

C10146  -000      LADD CREEK BR SECT HOT LK N RD        EA TYPE   :   10  BRIDGE REPLACEMENT
  EA STATUS: 04   PROJECT IN CONSTRUCTION PHASE         RESP UNIT: 8056  PROJECT MANAGER-8056-REGION          TOTAL:  GRAND

                                                                                        TOTAL-        PCT OF
                                                        BUDGET      CURRENT MONTH       TO-DATE       BUDGET     ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                                  100.00

    EXPENDITURES BY ACTIVITY
      ACT: 010  SUPERVISION AND ADMINISTRATION                                          215.53
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                   8,893.07
      ACT: 901  PROJECT ENGINEERING-CONSULTANT                                          368.21
      ACT: 927  FREE BRIDGE DESIGN FOR COUNTIES                                           5.00
      ACT: 940  MATERIALS TESTING                                          4.60       3,236.86
      ACT: 964  PREPARE PERMITS FOR PROJECTS                                             10.55
    TOTAL EXPENDITURES BY ACTIVITY                                         4.        12,729.22

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT       TITLE       OBJ        DESC
      0500 ACCOUNTING SECTION 136 PRINTING AND REPR                                       7.12
      0521 BILLINGS, REVENUE  555 HIGHWAY DIVISION                                       13.96
      0531 DATA ENTRY         555 HIGHWAY DIVISION                                        2.37
      8056 PROJECT MANAGER-80 146 FREIGHT AND EXPRE                                     107.80
      8215 PORTLAND GENERAL I 550 RENT OF EQUIPMENT                                     118.40
    TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                        249.65

  TOTAL EXPENDITURES                                                       4.60      12,978.87                       100.00

  REVENUES

    843000  FEDERAL REVENUES AS OTHER FUNDS
        60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                      10,034.52

    844010  OTHER CHARGES FOR SERVICES
        03  COOPERATION IN CONSTRUCTION - COUNT                                         202.46-
        10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                         589.79
    TOTAL 844010  OTHER CHARGES FOR SERVICES                                            387.33

  TOTAL REVENUES                                                                     10,421.85
```

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                                      OREGON DEPARTMENT OF TRANSPORTATION
                                        JOB COST SUMMARY BY EA/SUBJOB
                                               AS OF 11/30/87

02  HIGHWAY DIVISION

C10146  -001     LADD CREEK BR SECT HOT LK RD           EA TYPE  :   10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT: 8056  PROJECT MANAGER-8056-REGION            TOTAL   GRAND

                                                                                 TOTAL-      PCT OF
                                               BUDGET       CURRENT MONTH       TO-DATE      BUDGET     ENCUMBRANCE
 EXPENDITURES

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                           100.00

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT        TITLE        OBJ        DESC
     8056 PROJECT MANAGER-80 349 INTEREST ON VENDO                                  117.86

 TOTAL EXPENDITURES                                                                 117.86                   100.00

 REVENUES

   844010  OTHER CHARGES FOR SERVICES
     10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S

 TOTAL REVENUES
```

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                                   OREGON DEPARTMENT OF TRANSPORTATION
                                      JOB COST SUMMARY BY EA/SUBJOB
                                            AS OF 11/30/87

02  HIGHWAY DIVISION

C10146  -010     LADD CREEK BR SECT- HOT LK N R          EA TYPE  :    10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE           RESP UNIT: 8056  PROJECT MANAGER-8056-REGION          TOTAL:  GRAND


                                                                                    TOTAL-        PCT OF
                                                BUDGET        CURRENT MONTH        TO-DATE       BUDGET      ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                                  100.00

  TOTAL EXPENDITURES                                                                                                 100.00
```

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REPORT FMRP224-1                                                                                        PAGE 13,912 .

                                        OREGON DEPARTMENT OF TRANSPORTATION
                                           JOB COST SUMMARY BY EA/SUBJOB
                                                 AS OF 11/30/87

02  HIGHWAY DIVISION

C10146  -011      LADD CREEK BR SECT-HOT LK N. R          EA TYPE   :    10  BRIDGE REPLACEMENT
  EA STATUS: 04   PROJECT IN CONSTRUCTION PHASE           RESP UNIT: 0800  CONSTRUCTION SECTION                  TOTAL:  GRAND


                                                                                          TOTAL-         PCT OF
                                                       BUDGET        CURRENT MONTH        TO-DATE        BUDGET      ENCUMBRANCE
 EXPENDITURES

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                      117,514.20

   EXPENDITURES BY ACTIVITY
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                          178.46
     ACT: 901  PROJECT ENGINEERING-CONSULTANT                                                17.48
     ACT: 990  PROJECT ENGR-OTHER                                                            34.96
   TOTAL EXPENDITURES BY ACTIVITY                                                           230.90

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT        TITLE         OBJ         DESC
     0530 DATA PROCESSING     199 DATA PROCESSING E                                          16.29
     8056 PROJECT MANAGER-80  199 DATA PROCESSING E                                          37.54
   TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                              53.83

 TOTAL EXPENDITURES                                                                     117,798.93

 REVENUES

   843000  FEDERAL REVENUES AS OTHER FUNDS
      60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                            94,584.04

   844010  OTHER CHARGES FOR SERVICES
          AGENCY SOURCE NOT ON DT                                                           464.50-
     03   COOPERATION IN CONSTRUCTION - COUNT                                             2,713.43
     10   COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                            10,963.74
   TOTAL 844010  OTHER CHARGES FOR SERVICES                                              13,212.67

 TOTAL REVENUES                                                                         107,796.71
```

```
REPORT FMRP224-1                                                                                     PAGE 13,913
                                      OREGON DEPARTMENT OF TRANSPORTATION
                                        JOB COST SUMMARY BY EA/SUBJOB
                                              AS OF 11/30/87

02  HIGHWAY DIVISION

C10146  -         LADD CREEK BR SECT HOT LK N RD         EA TYPE   :   10  BRIDGE REPLACEMENT
  EA STATUS: 04   PROJECT IN CONSTRUCTION PHASE          RESP UNIT: 8056  PROJECT MANAGER-8056-REGION          TOTAL:  GRAND

                                                                                     TOTAL-        PCT OF
                                                  BUDGET        CURRENT MONTH        TO-DATE       BUDGET       ENCUMBRANCE

   EXPENDITURES

     CONTRACT AND UTILITY RELOC PYMTS
       OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                               300.00

   TOTAL EXPENDITURES                                                                                               300.00
```

```
                                          OREGON DEPARTMENT OF TRANSPORTATION
                                            JOB COST SUMMARY BY EA/SUBJOB
                                                  AS OF 11/30/87

02  HIGHWAY DIVISION

C10146  -          LADD CREEK BR SECT HOT LK N RD          EA TYPE   :   10  BRIDGE REPLACEMENT
  EA STATUS: 04    PROJECT IN CONSTRUCTION PHASE           RESP UNIT: 8056  PROJECT MANAGER-8056-REGION            TOTAL:  GRAND


                                                                                          TOTAL-         PCT OF
                                                          BUDGET       CURRENT MONTH      TO-DATE        BUDGET       ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                                        300.00

  TOTAL EXPENDITURES                                                                                                       300.00
```

```
                                   OREGON DEPARTMENT OF TRANSPORTATION
                                     JOB COST SUMMARY BY EA/SUBJOB
                                           AS OF 11/30/87

02  HIGHWAY DIVISION

C10146  -         LADD CREEK BR SECT-HOT LK N. R          EA TYPE  :    10  BRIDGE REPLACEMENT
  EA STATUS: 04   PROJECT IN CONSTRUCTION PHASE           RESP UNIT: 0800  CONSTRUCTION SECTION              TOTAL:  GRAND

                                                                                    TOTAL-         PCT OF
                                                   BUDGET      CURRENT MONTH        TO-DATE        BUDGET      ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                              117,514.20

  TOTAL EXPENDITURES                                                             117,514.20
```

jc cc: OSHD (Rulien) STATE COPY #10146

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Union	DIVISION Oregon
DATE OF REPORT September 14, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-3100(9)
COMPLETION DATE (Actual) June 6, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY March 10, 1987	TIME ELAPSED 76 %	CONTRACT TIME June 30, 1986

LOCATION
Ladd Creek Bridge Section on County Road (Hot Lake North Road) Southeast of LaGrande.

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
SEP 23 '87
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Oy
9/29

1. Description of Improvement as Programed:
   - A. Reconstruction of roadway with embankment, grid rolled aggregate subbase and aggregate surfacing.
   - B. Removal of existing structure.
   - C. Construction of Bridge No. 10789A. Length: 53 ft. Roadway Width: 27.4 ft.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Weaver Construction Co.
3. Contract Amount: $117,514.20
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title For Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE John T. Price	
TITLE Area Engineer	DATE	TITLE District Engineer	DATE 9/22/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,146

April 8, 1987

CON 5 - 10,146

Fidelity & Deposit Company of Maryland
P. O. Box 489
Portland, OR 97207

On March 20, 1987, we wrote to you concerning release of final payment on Contract No. 10,146 awarded to Weaver Construction Co. for work on the Ladd Creek Bridge Section of Hot Lake North Road in Union County.

Final payment on this contract is $1,683.00, and the total contract amount is $117,514.20. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

slp

cc: Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 21203

Weaver Construction Co.
P. O. Box 428
La Grande, OR 97850

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Robert Hector

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY: UNION

CONTRACT NO.: C10146

ESTIMATE NO.: 6

HIGHWAY: COUNTY ROAD (HOT LAKE NORTH RD)

FEDERAL AID PROJECT NO.: BROS3100009

SECTION: LADD CR (HOT LAKE NORTH RD)BRIDGE

A. 6160.0
B 4,840

NO.		ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRES
001	11	MOBILIZATION	LUMP SUM	11000.0000	100.000	~~11000.00~~		11000.00	
002	11	TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	500.0000	100.000	500.00	A	500.00	
003	11	TEMPORARY SIGNS	SQ FT	10.0000	93.000	930.00		930.00	
004	11	TEMPORARY BARRICADES	EACH	60.0000	8.000	480.00		480.00	
005	11	STONE EMBANKMENT	CU YD	10.0000	727.800	7278.00	B	7223.00	
006	11	EMBANKMENT IN PLACE	CU YD	3.0000	2,551.900	7655.70	B	7589.10	
007	11	GRID-ROLLED AGGREGATE BASE	CU YD	9.0000	1,753.400	15780.60	B	15748.20	
008	11	GRID ROLLER	HOUR	75.0000	16.500	1237.50	B	1237.50	
009	11	AGGREGATE BASE	CU YD	15.0000	521.200	7818.00	B	7785.00	
[illegible]0	11	GUARD RAIL TYPE 2A	LIN FT	20.0000	150.000	3000.00	B	3000.00	
011	11	GUARD RAIL TYPE 3	LIN FT	30.0000	100.000	3000.00	A	3000.00	
012	11	GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	4.000	1400.00	B	1400.00	
013	11	RAIL END PIECES TYPE C	EACH	100.0000	4.000	400.00	B	400.00	
014	11	LOOSE RIPRAP CLASS 50	CU YD	20.0000	113.600	2272.00		2272.00	
015	11	BRIDGE REMOVAL WORK	LUMP SUM	4000.0000	100.000	4000.00		4000.00	
016	11	STRUCTURE EXCAVATION	CU YD	25.0000	15.400	385.00		385.00	
017	11	FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	5000.0000	100.000	5000.00	A	5000.00	
018	11	FURNISH CONCRETE OR STEEL PIPE PILING	LIN FT	12.0000	288.000	3456.00		3456.00	
019	11	DRIVE CONCRETE OR STEEL PIPE PILES	LIN FT	1.0000	303.000	303.00		307.00	
020	11	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	4000.0000	100.000	4000.00		4000.00	
021	11	REINFORCEMENT	LUMP SUM	1000.0000	100.000	1000.00		1000.00	
022	11	4'X50'/55' PRESTRESSED SLABS	EACH	4100.0000	7.000	28700.00		28700.00	
023	11	METAL RAIL WITH TUBING	LIN FT	40.0000	125.000	5000.00		5000.00	
		PRICE AGREEMENT ITEMS							
01A	11	GRAVEL BLANKET	CU YD	16.0000	182.400	2918.40	B	2918.40	

DATE: 04 02 87 PG. 01 C10146

TOTAL CONTRACT ITEMS

FORCE ACCOUNT

ENGINEER OR AUDITOR

T PAYMENT VOUCHER

COUNTY UNION	CONTRACT NO. C10146	ESTIMATE NO. 6	
HIGHWAY COUNTY ROAD (HOT LAKE NORTH RD)	FEDERAL AID PROJECT NO. BROS3100009		A. 6160.00 B 4,840.00
SECTION LADD CR (HOT LAKE NORTH RD)BRIDGE			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
ATION	LUMP SUM	11000.0000	100.000	11000.00		11000.00	
RY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	500.0000	100.000	500.00		500.00	
RY SIGNS	SQ FT	10.0000	93.000	930.00	A	930.00	
RY BARRICADES	EACH	60.0000	8.000	480.00		480.00	
MBANKMENT	CU YD	10.0000	727.800	7278.00	B	7223.00	55.00
ENT IN PLACE	CU YD	3.0000	2,551.900	7655.70	B	7589.10	66.60
LLED AGGREGATE BASE	CU YD	9.0000	1,753.400	15780.60	B	15748.20	32.40
LLER	HOUR	75.0000	16.500	1237.50	B	1237.50	
TE BASE	CU YD	15.0000	521.200	7818.00	B	7785.00	33.00
AIL TYPE 2A	LIN FT	20.0000	150.000	3000.00	B	3000.00	
AIL TYPE 3	LIN FT	30.0000	100.000	3000.00	A	3000.00	
AIL ANCHORS TYPE 1	EACH	350.0000	4.000	1400.00	B	1400.00	
D PIECES TYPE C	EACH	100.0000	4.000	400.00	B	400.00	
IPRAP CLASS 50	CU YD	20.0000	113.600	2272.00		2272.00	
REMOVAL WORK	LUMP SUM	4000.0000	100.000	4000.00		4000.00	
RE EXCAVATION	CU YD	25.0000	15.400	385.00		385.00	
PILE DRIVING EQUIPMENT	LUMP SUM	5000.0000	100.000	5000.00	A	5000.00	
CONCRETE OR STEEL PIPE PILING	LIN FT	12.0000	288.000	3456.00		3456.00	
ONCRETE OR STEEL PIPE PILES	LIN FT	1.0000	303.000	303.00		307.00	4.00-
RAL CONCRETE CLASS 3300	LUMP SUM	4000.0000	100.000	4000.00		4000.00	
CEMENT	LUMP SUM	1000.0000	100.000	1000.00		1000.00	
55' PRESTRESSED SLABS	EACH	4100.0000	7.000	28700.00		28700.00	
AIL WITH TUBING	LIN FT	40.0000	125.000	5000.00		5000.00	
AGREEMENT ITEMS BLANKET	CU YD	16.0000	182.400	2918.40	B	2918.40	
PG. 01 C10146	TOTAL CONTRACT ITEMS						
	FORCE ACCOUNT						

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C10146

ESTIMATE NO. 6

FEDERAL AID PROJECT NO.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
		Type Code	"P" Construction Cost			
		X080	$ 65,186.00			
		E000	52,328.20			
	Total		$ 117,514.20			

DATE

04 02 87 PG. 02 C10146

TOTAL CONTRACT ITEMS		117514.20	117331.20
FORCE ACCOUNT			

ENGINEER OR AUDITOR

ACT PAYMENT VOUCHER

COUNTY:

CONTRACT NO. C10146

ESTIMATE NO. 6

HIGHWAY:

FEDERAL AID PROJECT NO.:

SECTION:

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	TypeCode	"P" Construction Cost				
	X080	$ 65,186.00				
	E000	52,328.20				
Total		$ 117,514.20				
PG. 02 C10146			TOTAL CONTRACT ITEMS	117514.20	117331.20	183.00
			FORCE ACCOUNT			

```
                              OREGON DEPARTMENT OF TRANSPORTATION                                            04/02/87
                                     HIGHWAY DIVISION
FMCP010-1        CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                  PAGE    1

CONTRACT NUMBER:  C10146          ESTIMATE NUMBER: 006          WEAVER CONSTRUCTION CO.

NUMBER     NUMBER           CONTRACT           LIQUIDATED            RETAINAGE          FORCE ACCOUNT            NETPAY
                             PAYMENT             DAMAGE                                     AMOUNT

AMOUNT TO DATE:           117,514.20               0.00              1,500.00                0.00            116,014
PRIOR AMOUNT:             117,331.20               0.00              1,500.00                0.00            115,831

PRESENT AMOUNT:               183.00               0.00                  0.00                0.00                183
EA-        SUB-             CONTRACT           LIQUIDATED            RETAINAGE          FORCE ACCOUNT            NETPAY
NUMBER     NUMBER            PAYMENT             DAMAGE                                     AMOUNT

C..146     011                183.00               0.00                  0.00                0.00                183

          TOTAL               183.00               0.00                  0.00                0.00                183



CONSTRUCTION SECTION

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM          :        1,500.00

PERCENT RETAINED  :
```

Batch # 2160 4-2-87

BR05-3100(9)

```
          OREGON DEPARTMENT OF TRANSPORTATION                                        04/02/87
                    HIGHWAY DIVISION
NTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE              PAGE    1

C10146           ESTIMATE NUMBER: 006           WEAVER CONSTRUCTION CO.

     CONTRACT            LIQUIDATED              RETAINAGE           FORCE ACCOUNT                NETPAY
     PAYMENT               DAMAGE                                       AMOUNT

      117,514.20                0.00              1,500.00                  0.00              116,014.20
      117,331.20                0.00              1,500.00                  0.00              115,831.20

          183.00                0.00                  0.00                  0.00                  183.00
     CONTRACT            LIQUIDATED              RETAINAGE           FORCE ACCOUNT                NETPAY
     PAYMENT               DAMAGE                                       AMOUNT
          183.00                0.00                  0.00                  0.00                  183.00

          183.00                0.00                  0.00                  0.00                  183.00



ION

 : STANDARD RETAINAGE

 :       1,500.00

 :
```

Batch # C160 4-2-87

CR05-3100(9)

10,146

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10146

TO: Commission Services **DATE:** March 10, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10146, On Site Work Substantially Completed June 6, 1986

All Work Completed October 14, 1986

Project Ladd Creek (Hot Lake North Road) Bridge

Highway County Road (North Hot Lake Road)

County Union

Type of Work Grading and Structure

Contractor Weaver Construction Company

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
MAR 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

letter written
3-20-87 43m

81-125-1387

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT

BR05-3100 (9)

Payable to: Weaver Const Co.
PO Box 428
La Grande OR 97850

Project No.:

Hwy. Agr. No.:

Contract No.: 10146

Project:

Estimate No.: 6 Final

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	1500.00		
	Interest on 1683.00 from			
	11/13/86 - 4/3/87. 142 days			
	@ .83/day	117.86		
Totals				
Retained ___ %				
Total Payments		1617.86		

Approved by: JH

Prepared by: J Henry

Common Data Elements

Doc. No. ~~BW~~ C10146

CPS = 183.00

03 13 1 87
Month Day Year

Agency 02 Vendor #0000961068 Suf 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10146	000	8056					1500.00	C10146		
02	223	↓	001	↓	349				117.86			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
11/21/86                                                   JOB COST SUMMARY
                                                 EA UBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                                       PAYROLL CHARGES ARE LOADED

                                                                   CREW         MSA
              EA         SUBJOB     ACTIVITY     OBJ-DETAIL       NUMBER       FIELD

           C2311966        000                      136            0500
           C2311966        000                      136            0500

           C2311966        000                      136

           C2311966        000                      504            0100
           C2311966        000                      504            0100

           C2311966        000                      504            7120
           C2311966        000                      504            7120

           C2311966        000                      504            7300
           C2311966        000                      504            7300

           C2311966        000                      504            7400
           C2311966        000                      504            7400

           C2311966        000                      504            7430
           C2311966        000                      504            7430

           C2311966        000                      504

           C2311966        000

           C2311966        000         900          501            7120
           C2311966        000         900          501            7120

           C2311966        000         900          501

           C2311966        000         900

           C2311966        000         903          001            7420
           C2311966        000         903          001            7420

           C2311966        000         903          001            7421
           C2311966        000         903          001            7421

           C2311966        000         903          001            7430
           C2311966        000         903          001            7430

           C2311966        000         903          001            7460
           C2311965        000         903          001            7460

           C2311966        000         903          001

           C2311966        000         903

           C2311966        000         905          001            7000
           C2311966        000         905          001            7000
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         CREW        MSA          CURRENT                          CURRENT
DETAIL   NUMBER      FIELD        MONTH                            BALANCE

         0500                                  .00                      44.98
         0500                                  .00                      44.98

                                               .00                      44.98

         0100                                  .00                      63.70
         0100                                  .00                      63.70

         7120                                  .00                       4.25
         7120                                  .00                       4.25

         7300                                  .00                       4.80
         7300                                  .00                       4.80

         7400                                  .00                       5.40
         7400                                  .00                       5.40

         7430                                  .00                      17.40
         7430                                  .00                      17.40

                                               .00                      95.55

                                               .00                     140.53

         7120                                  .00                      40.00
         7120                                  .00                      40.00

                                               .00                      40.00

                                               .00                      40.00

         7420                                  .00                     427.45
         7420                                  .00                     427.45

         7421                                  .00                     203.05
         7421                                  .00                     203.05

         7430                                  .00                     466.80
         7430                                  .00                     466.80

         7460                                  .00                     817.79
         7460                                  .00                     817.79

                                               .00                   1,915.09

                                               .00                   1,915.09

         7000                                  .00                      45.14
         7000                                  .00                      45.14
```

11/21/86

JOB COST SUMMARY
E/ UBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2311966	000	905	001	7310	
C2311966	000	905	001	7310	
C2311966	000	905	001	7350	
C2311966	000	905	001	7350	
C2311966	000	905	001	7361	
C2311966	000	905	001	7361	
C2311966	000	905	001	7363	
C2311966	000	905	001	7363	
C2311966	000	905	001	7365	
C2311966	000	905	001	7365	
C2311966	000	905	001		
C2311966	000	905	130	7300	
C2311966	000	905	130	7300	
C2311966	000	905	130		
C2311966	000	905	504	0100	
C2311966	000	905	504	0100	
C2311966	000	905	504		
C2311966	000	905			
C2311966	000	906	001	7310	
C2311966	000	906	001	7310	
C2311966	000	906	001		
C2311966	000	906			
C2311966	000	907	001	7331	
C2311966	000	907	001	7331	
C2311966	000	907	001		
C2311966	000	907			
C2311966	000	914	001	7700	
C2311966	000	914	001	7700	
C2311966	000	914	001		
C2311966	000	914			

```
           JOB COST SUMMARY
E/ UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
        PAYROLL CHARGES ARE LOADED

           CREW          MSA               CURRENT                          CURRENT
ETAIL     NUMBER        FIELD               MONTH                           BALANCE

           7310                                        .00                    2,071.72
           7310                                        .00                    2,071.72

           7350                                        .00                       49.89
           7350                                        .00                       49.89

           7361                                        .00                       11.99
           7361                                        .00                       11.99

           7363                                        .00                      106.54
           7363                                        .00                      106.54

           7365                                        .00                      157.75
           7365                                        .00                      157.75

                                                       .00                    2,443.03

           7300                                        .00                        4.50
           7300                                        .00                        4.50

                                                       .00                        4.50

           0100                                        .00                       22.81
           0100                                        .00                       22.81

                                                       .00                       22.81

                                                       .00                    2,470.34

           7310                                        .00                      157.14
           7310                                        .00                      157.14

                                                       .00                      157.14

                                                       .00                      157.14

           7331                                        .00                       16.84
           7331                                        .00                       16.84

                                                       .00                       16.84

                                                       .00                       16.84

           7700                                        .00                       50.56
           7700                                        .00                       50.56

                                                       .00                       50.56

                                                       .00                       50.56
```

11/21/86

JOB COST SUMMARY
E. SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2311966	000	920	001	0631	
C2311966	000	920	001	0631	
C2311966	000	920	001		
C2311966	000	920			
C2311966	000	921	001	7200	
C2311966	000	921	001	7200	
C2311966	000	921	001		
C2311966	000	921	136	0500	
C2311966	000	921	136	0500	
C2311966	000	921	136		
C2311966	000	921	501	0100	
C2311966	000	921	501	0100	
C2311966	000	921	501		
C2311966	000	921	504	7200	
C2311966	000	921	504	7200	
C2311966	000	921	504		
C2311966	000	921			
C2311966	000	923	001	7430	
C2311966	000	923	001	7430	
C2311966	000	923	001	7530	
C2311966	000	923	001	7530	
C2311966	000	923	001		
C2311966	000	923			
C2311966	000	927	001	7460	
C2311966	000	927	001	7460	
C2311966	000	927	001		
C2311966	000	927	504	0100	
C2311966	000	927	504	0100	
C2311966	000	927	504		

```
          CREW        MSA              CURRENT                      CURRENT
ETAIL     NUMBER      FIELD            MONTH                        BALANCE

          0631                                   .00                       83.97
          0631                                   .00                       83.97

                                                 .00                       83.97

                                                 .00                       83.97

          7200                                   .00                      750.63
          7200                                   .00                      750.63

                                                 .00                      750.63

          0500                                   .00                      669.38
          0500                                   .00                      669.38

                                                 .00                      669.38

          0100                                   .00                       66.75
          0100                                   .00                       66.75

                                                 .00                       66.75

          7200                                   .00                      324.90
          7200                                   .00                      324.90

                                                 .00                      324.90

                                                 .00                    1,811.66

          7430                                   .00                      134.86
          7430                                   .00                      134.86

          7530                                   .00                       39.12
          7530                                   .00                       39.12

                                                 .00                      173.98

                                                 .00                      173.98

          7460                                   .00                      557.37
          7460                                   .00                      557.37

                                                 .00                      557.37

          0100                                   .00                       19.50
          0100                                   .00                       19.50

                                                 .00                       19.50
```

```
11/21/86                                                          JOB COST SUMMARY
                                                   E[illegible]SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                                          PAYROLL CHARGES ARE LOADED

                                                                  CREW         MSA
            EA         SUBJOB     ACTIVITY    OBJ-DETAIL        NUMBER       FIELD

        C2311966        000         927

        C2311966        000         929          001             7200
        C2311966        000         929          001             7200

        C2311966        000         929          001

        C2311966        000         929

        C2311966        000         934          001             7100
        C2311966        000         934          001             7100

        C2311966        000         934          001             7120
        C2311966        000         934          001             7120

        C2311966        000         934          001

        C2311966        000         934          030             7120
        C2311966        000         934          030             7120

        C2311966        000         934          030

        C2311966        000         934          501             7111
        C2311966        000         934          501             7111

        C2311966        000         934          501             7120
        C2311966        000         934          501             7120

        C2311966        000         934          501

        C2311966        000         934          550             7120
        C2311966        000         934          550             7120

        C2311966        000         934          550

        C2311966        000         934

        C2311966        000         960          501             7120
        C2311966        000         960          501             7120

        C2311966        000         960          501

        C2311966        000         960

        C2311966        000         963          001             7113
        C2311966        000         963          001             7113

        C2311966        000         963          001
```

```
         CREW        MSA              CURRENT                    CURRENT
DETAIL   NUMBER      FIELD            MONTH                      BALANCE

                                                .00                    576.87

         7200                                   .00                  1,297.52
         7200                                   .00                  1,297.52

                                                .00                  1,297.52

                                                .00                  1,297.52

         7100                                   .00                     72.88
         7100                                   .00                     72.88

         7120                                   .00                    990.24
         7120                                   .00                    990.24

                                                .00                  1,063.12

         7120                                   .00                    159.92
         7120                                   .00                    159.92

                                                .00                    159.92

         7111                                   .00                     24.00
         7111                                   .00                     24.00

         7120                                   .00                     55.25
         7120                                   .00                     55.25

                                                .00                     79.25

         7120                                   .00                      1.80
         7120                                   .00                      1.80

                                                .00                      1.80

                                                .00                  1,304.09

         7120                                   .00                     37.50
         7120                                   .00                     37.50

                                                .00                     37.50

                                                .00                     37.50

         7113                                   .00                     24.87
         7113                                   .00                     24.87

                                                .00                     24.87
```

11/21/86

JOB COST SUMMARY
E SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2311966	000	963			
C2311966	000	964	001	7000	
C2311966	000	964	001	7000	
C2311966	000	964	001		
C2311966	000	964			
C2311966	000				
C2311966	001	927	001	7460	
C2311966	001	927	001	7460	
C2311966	001	927	001		
C2311966	001	927			
C2311966	001				
C2311966	011		194	0100	
C2311966	011		194	0100	
C2311966	011		194	7400	
C2311966	011		194	7400	
C2311966	011		194		
C2311966	011		199	0100	
C2311966	011		199	0100	
C2311966	011		199	7400	
C2311966	011		199	7400	
C2311966	011		199		
C2311966	011				
C2311966	011				
C2311966					

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

```
        CREW       MSA               CURRENT                  CURRENT
ETAIL   NUMBER     FIELD             MONTH                    BALANCE

                                           .00                   24.87

        7000                            10.55-                   49.89
        7000                            10.55-                   49.89

                                        10.55-                   49.89

                                        10.55-                   49.89

                                        10.55-               10,150.85

        7460                               .00                  406.58
        7460                               .00                  406.58

                                           .00                  406.58

                                           .00                  406.58

                                           .00                  406.58

        0100                               .00                    8.56
        0100                               .00                    8.56

        7400                               .00                   25.93
        7400                               .00                   25.93

                                           .00                   34.49

        0100                               .00                     .00
        0100                               .00                     .00

        7400                               .00                     .00
        7400                               .00                     .00

                                           .00                     .00

                                           .00                   34.49

                                           .00                   34.49

                                        10.55-               10,591.92
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 11/12/86 22:34

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-3100-007									
F01747									
C2311966-000	10,150.85	2,773.57	10,150.85						
C2311966-001	406.58	.00	.00						
C2311966-011	12,186.26	15,096.12	12,186.26						
AGREEMENT TOTALS	22,743.69	17,869.69	22,337.11	80.00	17,869.69	17,869.69	.00		.00
FED PROJ TOTALS	22,743.69	17,869.69	22,337.11		17,869.69	17,869.69	.00		.00
FEDERAL PROJECT: BROS-3100-008									
F01748									
C2311967-000	9,822.17	2,622.67	9,822.17						
C2311967-001	122.97	.00	.00						
C2311967-010	3.15	.00	.00						
C2311967-011	9,937.80	13,185.31	9,937.80						
AGREEMENT TOTALS	19,886.09	15,807.98	19,759.97	80.00	16,760.00	15,807.98	.00		.00
FED PROJ TOTALS	19,886.09	15,807.98	19,759.97		16,760.00	15,807.98	.00		.00
FEDERAL PROJECT: BROS-3100-009									
F03858									
C10146 -000	12,244.20	9,817.09	12,244.20						
C10146 -011	117,615.93	92,761.61	116,115.93						
AGREEMENT TOTALS	129,860.13	102,578.70	128,360.13	80.00	105,731.00	102,688.10	.00		109.40
FED PROJ TOTALS	129,860.13	102,578.70	128,360.13		105,731.00	102,688.10	.00		109.40
FEDERAL PROJECT: BROS-3100-010									
F03838									
C2311971-000	27,075.69	21,580.00	27,075.69						
C2311971-001	223.97	.00	.00						
C2311971-010	147.04	.00	.00						
AGREEMENT TOTALS	27,446.70	21,580.00	27,075.69	80.00	21,580.00	21,660.55	80.55	B	.00
FED PROJ TOTALS	27,446.70	21,580.00	27,075.69		21,580.00	21,660.55	80.55	B	.00
FEDERAL PROJECT: BROS-3100-011									
F03898									

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WE[illegible] REPORT FOR CONSTRUCTION P[illegible]TS

FINAL

WEEK ENDING: 10-18-86
CONTRACT NO: 10146
F A PROJECT NO: BROS 3100(9)
DATE OF AWARD: 12-05-85
FIRST NOTIFICATION DATE: 03-24-86
ESTIMATED DATE OF COMPLETION, OR
SECOND NOTIFICATION DATE AND: 06-21-86
ESTIMATED SEMIFINAL SUBMITTAL DATE:

PROJECT NAME (SECTION): LADD CREEK (HOT LAKE NORTH) BRIDGE
HIGHWAY: COUNTY ROAD (HOT LAKE N RD)
COUNTY: UNION
CONTRACTOR: WEAVER CONSTRUCTION
KIND OF WORK: GRADING

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 132,164.34
ESTIMATED PROJECT COST $ 132,164.31
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 %

ENGINEERING

AUTHORIZATION $ 10,472.99
COST THIS WEEK $ 65.12
TOTAL TO DATE $ 9,551.41
PERCENT OF AUTHORIZATION 91 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	100	0

ACTIVITIES THIS WEEK:

FINAL RECORDS SUBMITTED 10-14-86

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Joseph A. Schlieski
PROJECT MANAGER (SIGN)
JOSEPH A. SCHLIESKI

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-3100(7)

PROGRAM APPROVED

VOUCHER PERIOD From: 10/19/84 To: 10/29/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
22,743.69	22,337.11	80%	17,869.69	17,869.69	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ____________________ Controller *Authorized Officer* 10/14/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	LADD CREEK (HOT LAKE NORTH) BRIDGE UNION COUNTY ROAD					
	Preliminary Engineering Type Code P.E.					
	Preliminary Engineering	All Required			$22,337.11	
	Non Participating Project Cost					
	Preliminary Engineering	All Required			$ 406.58	
	TOTAL PROJECT COST				**$22,743.69**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                JUNE 1985        PAGE  972
                                                                          FISCAL         GRAND TOTAL
   DESCRIPTION              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                         231   1960    918    00 P 1                                         949.66
                         231   1960    920    00 P 1                          59.25           80.74
                         231   1960    921    00 P 1                         895.76          895.76
                         231   1960    922    00 P 1                          95.71           95.71
                         231   1960    923    00 P 1                          36.84           36.84
                         231   1960    926    00 P 1                                       1,796.04
                         231   1960    927    00 P 1                       1,598.79        3,726.66
                         231   1960    929    00 P 1                         307.89          307.89
                         231   1960    932    00 P 1                          20.11           20.11
                         231   1960    937    00 P 1                          46.06        1,154.20
                                       TOT       P1                        4,613.70       15,541.30
                                       TOT       N1                            6.00           15.96
                                    ** JOB TOTALS **               **      4,619.70  **   15,557.26  **

LADD CR (HOT LAKE N) BR    CONT NO       FA PROJ NOS BROS3100007 100                                   STATE
~~                         231   1966    296    00 N 9     1,276.88CR      9,256.64CR     9,256.64CR~~
~~                         231   1966    297    00 N 9                     1,879.74       1,879.74~~
~~                         231   1966    298    00 N 9     1,276.88        7,376.90       7,376.90~~
                         231   1966    901    00 P 1        12.05CR        4,694.89       4,694.89
                         231   1966    905    00 P 1     1,022.05          2,556.22       2,556.22
                         231   1966    914    00 P 1          .60CR          132.08         132.08
                         231   1966    918    00 P 1          .40CR           94.95          94.95
                         231   1966    922    00 P 1          .11CR           24.67          24.67
                         231   1966    926    00 P 1       118.08          1,196.85       1,196.85
                         231   1966    927    00 P 1     1,700.11          1,794.62       1,794.62
                         231   1966    933    00 P 1          .64CR          140.81         140.81
                         231   1966    937    00 P 1       104.21          1,516.68       1,516.68
                                       TOT       P1      2,930.65         12,151.77      12,151.77
                                    ** JOB TOTALS **     2,930.65  **     12,151.77  **  12,151.77  **

MEADOW CR(STARKEY)BR#61C30 CONT NO       FA PROJ NOS BROS3100008 100                                   STATE
                         231   1967    296    00 N 9     1,487.46CR      9,147.06CR     9,147.06CR
                         231   1967    297    00 N 9                     1,944.01       1,944.01
                         231   1967    298    00 N 9     1,487.46        7,203.05       7,203.05
                         231   1967    901    00 P 1        15.76CR      4,297.95       4,297.95
                         231   1967    905    00 P 1        91.95        1,174.34       1,174.34
                         231   1967    906    00 P 1                         8.10           8.10
                         231   1967    914    00 P 1         1.26CR        277.36         277.36
                         231   1967    918    00 P 1         5.00CR      1,115.96       1,115.96
                         231   1967    922    00 P 1        53.04           53.04          53.04
                         231   1967    926    00 P 1         5.71        1,866.42       1,866.42
                         231   1967    927    00 P 1          .07CR         16.56          16.56
                         231   1967    933    00 P 1          .36CR         77.94          77.94
                         231   1967    937    00 P 1       805.74        1,050.13       1,050.13
                                       TOT       P1        933.99        9,937.80       9,937.80
                                    ** JOB TOTALS **       933.99  **    9,937.80  **   9,937.80  **
```

10,146

December 23, 1985

CON 5 - 10,146

Weaver Construction Co.
P. O. Box 428
La Grande, OR 97850

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,146 for work on the Ladd Creek (Hot Lake North Road) Bridge Section of County Road in Union County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Fidelity and Deposit Company
  of Maryland
57 West Second South, Suite 301
Salt Lake City, UT 83101

Fidelity and Deposit Company
  of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

Fidelity and Deposit Company
  of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Jos. A. Schlieski

General Contractors
Ph. (503) 963-5226

WEAVER
CONSTRUCTION
COMPANY

P. O. Box 428
La Grande, Oregon 97850

Nov. 22, 1985

Office of Commission Services
State Transportation Bldg. - Rm. 121
Salem, OR. 97310

RE: Ladd Crk. (Hot Lake North Rd.) Bridge
DBE and WBE Documentation

Dear Sir:

To comply with the assigned contract goal, we submit the following:

DBE--- Pacific Northwest Guardrail
3904 N.E. Union Ave.
Portland, OR. 97212

ITEM	Quantity	Unit Price	Total
1.	All	L.S.	2500.00
10.	150 L.F.	13.00	1950.00
11.	100 L.F.	25.00	2500.00
12.	4 ea.	345.00	1380.00
13.	4 ea.	90.00	360.00
23.	125 L.F.	38.45	4806.25
		DBE TOTAL	$13496.25

WBE--- Service Steel Erection
P O Box 37
Keno, OR. 97627

ITEM	Quantity	Unit	Total
21.	All	L.S.	1300.00
22. Erection Only	7 ea.	300.00	2100.00
		WBE TOTAL	$3400.00

cc Thomas Jones

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Weaver Construction Co.

James A. Weaver, Pres.

An Equal Opportunity Employer

10,14

STATE COPY

TO BE COMPLETED BY FHWA		
12-102	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Union PROJECT NO. BROS-3100(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ladd Creek (Hot Lake Airport Road) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		0.17
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 132,164.00	$ 105,731.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator DEC 12 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon December 6, 1985

Federal Aid Project No. BROS-3100(9)

Ladd Cr. (Hot Lake Airport Rd.) Bridge Sec.
County Road
Union County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Ladd Creek Bridge (No. 10789A)(Sta. 19+78.50 to STA. 20+31.50)

Mobilization	Lump Sum	All	Lump Sum	$ 6,160.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	61	10.00	610.00
Temporary Barricades	Each	8	60.00	480.00
Bridge Removal Work (820 Sq. Ft.)	Lump Sum	All	Lump Sum	4,000.00
Structure Excavation	Cu. Yd.	30	25.00	750.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	5,000.00
Furnish Concrete or Steel Pipe Piling	Lin. Ft.	380	12.00	4,560.00
Drive Concrete or Steel Pipe Piles	Lin. Ft.	380	1.00	380.00
Structural Concrete, Class 3300 (22 CY)	Lump Sum	All	Lump Sum	4,000.00
Reinforcement (2,340 CY)	Lump Sum	All	Lump Sum	1,000.00
4'x50'/55' Prestressed Slabs	Each	7	4,100.00	28,700.00
Metal Rail with Tubing	Lin. Ft.	125	40.00	5,000.00
Guardrail, Type 3	Lin. Ft.	100	30.00	3,000.00
Loose Riprap, Class 50	Cu. Yd.	80	20.00	1,600.00
				$ 65,740.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5%)	All Required		$ 321.64
		Subtotal	$ 66,061.64
		Engineering	8,918.36
		Total	$ 74,980.00

Type Code E000
Roadway (Sta. 15+30 to Sta. 19+78.50 and Sta. 20+31.50 to Sta. 24+50)

Mobilization	All Required	(44%)		$ 4,840.00
Stone Embankment	Cu. Yd.	508		5,800.00
Embankment in Place	Cu. Yd.	3,090	3.00	9,270.00
Grid-Rolled Aggregate Base	Cu. Yd.	1,430	9.00	12,870.00
Grid Roller	Hour	24	75.00	1,800.00
Aggregate Base	Cu. Yd.	650	15.00	9,750.00
Guardrail, Type 2A	Lin. Ft.	150	20.00	3,000.00
Guardrail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	100.00	400.00
				$ 49,130.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5%)	All Required		$ 252.71
Roadside Seeding and Mulching	All Required		1,000.00
			$ 1,252.71
		Subtotal	$ 50,382.71
		Engineering	6,801.29
		Total	$ 57,184.00

Length of Structure	0.010 mi.
Length of Roadway	0.160 mi.
Total Length of Project	0.170 mi.

Cost of Roadway Per Mile	$ 336,376.47

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$ 74,980.00	$ 59,984.00	$ 7,498.00	$ 7,498.00
Roadway	57,184.00	45,747.00	5,719.00	5,718.00
Total	$132,164.00	$ 105,731.00	$ 13,217.00	$ 13,216.00

Group 010 = 0%; Group 011 = 100%
Contract No. C 10,146
Prefix: C 2311966 (PE)
Prefix: C 10146 (Const.)
Appn Code: 117

DDB:bkb

10,146

UNION COUNTY ROAD DEPARTMENT

STEVE ROGERS, P.E.
DIRECTOR OF PUBLIC WORKS

RT. 1, BOX 1676, LA GRANDE, OREGON 97850
PHONE (503) 963-1016

December 9, 1985

MICHAEL K. SHULTZ, Rural Program Coordinator
PROGRAM SECTION
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Subject: Ladd Creek (Hot Lake No.Rd)Bridge
Project No. BROS-3100 (9)
Contract No. 10,146
Union County

Thank you for your letter of November 25, 1985, with regard to the Financial Status on the above project. If at all possible we would like to request that the overpayment on this project stay in this account as we do anticipate another project coming up in the next few months.

Also, Mr. Alvin Campbell, County Roadmaster retired in January, 1985. His replacement is Mr. Steve Rogers, P.E., Director of Public Works, Union County. All future correspondence can be addressed to Mr. Rogers.

Thank you again for your cooperation, and should you have any questions, please let us hear from you.

Georgia W. Lefler
GEORGIA W. LEFLER
Office Manager

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 11 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

cc Jan Peterson 12/11/85

November 25, 1985

PRO

Mr. Alvin Campbell
County Roadmaster
Route 1, Box 1676
La Grande, OR 97850

Subject: Ladd Creek (Hot Lake North Road) Bridge
Project No. BROS-3100(9)
Contract No. 10,146
Union County

On November 21, 1985 the State Highway Division received a satisfactory bid from Weaver Construction Company, P.O. Box 428, LaGrande, Oregon 97850 on the subject project. This project is a Highway Bridge Replacement project and as per our Agreement No. 8224 and our Local Government Agreement, the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

Contractors Bid	$114,870.00
Anticipated Items	1,574.00
Subtotal	$116,444.00
Contingencies (4-1/2%)	5,239.98
Engineering (9%)	10,479.96
Total Construction Cost	$132,163.94
Less Federal Funds (80%)	(105,731.15)
Less State Share 1/2 Balance	(13,216.39)
Less Advance Deposit #AD-85-66	(25,000.00)
REFUND DUE COUNTY	$(11,783.60)
TOTAL OVERPAYMENT BY COUNTY	$(11,783.60)

We will award the contract when we receive Commission approval and DBE/WBE goals are met. You may wish to withdraw the overpayment, if so, please notify this office.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Encl.
bcc w/AD #85-66: Roger Lang, Region 5
Vern Skoog, Accounting
Gary Potter
Don Trout

[illegible]

[illegible] Ladd

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION DES

TO: Memo To The File **DATE:** October 22, 1985

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: HBR Off-System Projects

[illegible]

I talked with Dale Wilken this morning after the Commission Meeting regarding the two HBR off-system projects which had to be removed from the October 24, 1985 Bid Opening because the counties did not come up with the amount of money needed to finance approach work which exceeds 10% of the structure cost.

Dale advised me that they were not going to hold us to the 10% maximum HBR participation for approach work on off-system projects. He has also advised me that this matter would be discussed with Larry Rulien within the next few days, along with other items that were discussed at the FHWA meeting in Seattle.

The two projects that were deferred are Malheur River (Copeland) Bridge #16745 and Ladd Creek (Hot Lake North) Bridge #61C02. These two projects should be rescheduled for the November 21, 1985 Bid Opening and the Program Section should reapply to the FHWA for full HBR funding.

cc: Larry Rulien
Walt Hart
Duane Christensen
Gary Potter
Bob Hector
Dale Wilken

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3100(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50001

6. TO

10-8-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
October 2, 1985	Non Federal-aid	County Road

10. GENERAL LOCATION:

Ladd Creek (Hot Lake North) Bridge #61C02-029-00250

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-30-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $125,000; Federal Funds $100,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9-23-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/8/85	G. K. Hossner	For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Section LADD CR. (HOT LAKE N. RD.) BRIDGE Programming Estimate $ 120,000^{00}

Highway CO. RD. (HOT LAKE N. RD) Project Length 0.17 MILES

County UNION Completion Time 90 C.D./N.L.T. 6/30/86

Kind of Work GRADING & STRUCTURE Est. Comp. Date ~

Prefix C231-1966 Letting Date OCT. 24, 1985 Project No. BROS-3100(9)

→ Rev. 9/20/85 ←

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ 138,078^{00}

114,870

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	1,000^{00}	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ______ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Right of Way Monumentation		
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	~~690^{00}~~ 574.^{00}	
Adjust Utilities:		
Total Anticipated Items $		1,690^{00}
Subtotal $		139,763^{00}
Contingencies (4-1/2%)		6,289^{34}
Engineering (8, [✓ 9], 10%)		12,578^{67}
Subtotal $		158,631^{01}
Credit for ______		-
Estimated Net Authorization, Construction $		158,631^{01}

APPROVED

______

Road Design Engineer

Rev. 7/85

~~SUMMARY — BID SCHEDULE~~ — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION LADD CR. (HOT LAKE NORTH) BRIDGE	REFERENCE NAME/PHONE LESHK 8-6291	COUNTY UNION	SHEET 1 OF 2

KIND OF WORK GRADING & STRUCTURE	KEY NUMBER 02561	LENGTH 0.17	DATE	NAME K. LESHK

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7-11-85 DF					
	~~THE ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING 8-22-85					
	MOBILIZATION		LUMP SUM	ALL	LUMP SUM	11,000
	TEMPORARY PROTECTION AND DIRECTION OF TRAFF		LUMP SUM	ALL	LUMP SUM	1,200.00
	TEMPORARY SIGNS		SQ. FT.	61	8.00	488.00
	TEMPORARY BARRICADES		EACH	8	70.00	560.00
	ROADWORK					
	~~REMOVAL OF STRUCTURES AND OBSTRUCTIONS~~		~~LUMP SUM~~	~~ALL~~	~~LUMP SUM~~	
	~~TOE TRENCH EXCAVATION~~ (INCLUDE IN RIPRAP)		~~CU. YD.~~	~~30~~		
	EMBANKMENT IN PLACE		CU. YD.	~~3,670~~ 3090 ~~3,202~~	7	21,630 ~~25,690~~ ~~22,414~~
	GRID-ROLLED AGGREGATE BASE		CU. YD.	1,430	7	10,010
	GRID ROLLER		HOUR	24	60	1 440
	AGGREGATE BASE		CU. YD.	650	18	11,700
	GUARD RAIL, TYPE 2A		LIN FT.	150	20	3,000
	GUARD RAIL, TYPE 3		LIN FT.	100	30	3,000
	GUARD RAIL ANCHORS, TYPE 1		EACH	4	375	1500
	RAIL END PIECES, TYPE C		EACH	4	100	400
	LOOSE RIPRAP, CLASS 50		CU. YD.	80	25	2,000
	STONE EMBANKMENT		CU. YD.	580	10	5,800

~~SUMMARY — BID SCHEDULE —~~ COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
LADD CR. (HOT LAKE NORTH) BRIDGE	8-6271	UNION	2 OF 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
				K. LESHE

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	(820 SQ.FT. @ $4/S.F) BRIDGE REMOVAL WORK		LUMP SUM	ALL	LUMP SUM	3,300.00
	STRUCTURE EXCAVATION		CU. YD.	30 ~~25~~	11.00	330.00 ~~275.00~~
	FURNISH PILE DRIVING EQUIPMENT		LUMP SUM	ALL	LUMP SUM	10,000.00
	FURNISH CONCRETE OR STEEL ~~STEEL~~ PIPE ~~PIPE~~ PILING		LIN. FT.	~~304~~ 380 ~~320~~	14.00	$5320.00 ~~4,256.00~~ ~~4,480.00~~
	DRIVE CONCRETE OR STEEL ~~STEEL~~ PIPE ~~PIPE~~ PILES		LIN. FT.	~~264~~ 380 ~~312~~	2.00	760.00 ~~528.00~~ ~~624.00~~
	(~~20~~ 22 CU.YD. @ $225) STRUCTURAL CONCRETE, CLASS 3300		LUMP SUM	ALL	LUMP SUM	4,950.00 ~~4,500.00~~
	(~~2,160~~ 2,343 LBS @ $0.41) REINFORCEMENT		LUMP SUM	ALL	LUMP SUM	960.00 ~~900.00~~
	4' x 50'/55' PRESTRESSED SLABS		EACH	7	4,800.00	33,600.00
	METAL RAIL WITH TUBING		LIN. FT.	125	41.00	5,125.00
						*$135,073.00 *~~135,117.00~~
						~~131,841.00~~ $~~131,420~~

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

Section LADD CR. (HOT LAKE NORTH) BRIDGE Programming Estimate $ 120,000^{00}
Highway CO. RD. (HOT LAKE NORTH ROAD) Proje Length 0.17 MILES
County UNION Completion Time FIXED DATE
Kind of Work GRADING & STRUCTURE Est. Comp. Date DECEMBER 15, 1985
Prefix C231-1966 Letting Date AUGUST 22, 1985 Project No. BROS-3100 (9)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 131,420^{00}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	1,000^{00}	$ 1,000^{00}
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		

Subtotal	$ 132,420^{00}
Contingencies (4-1/2%)	5,958^{90}
Engineering (8, 9, 10%)	11,917^{80}
Subtotal	$
Credit for ______	______
Estimated Net Authorization, Construction	$ 150,296^{70}

APPROVED

7/16/85
4:15 gB

Road Design Engineer

Rev. 11/81

~~SUMMARY — BID SCHEDULE~~ — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Ladd Cr. (Hot Lake North) Bridge			REFERENCE NAME/PHONE Leshk 8-6291	COUNTY Union	SHEET 1 OF 2
KIND OF WORK Grading & Structure	KEY NUMBER 02561	LENGTH 0.17	DATE	NAME K. Leshk	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7-11-85					
	~~THE ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING 8-22 85					
	Mobilization		Lump Sum	All	Lump Sum	11,000
	Temporary Protection and Direction of Traff		Lump Sum	All	Lump Sum	1,200.00
	Temporary Signs		Sq. Ft.	61	8.00	488.00
	Temporary Barricades		Each	8	70.00	560.00
	ROADWORK					
	~~Removal of Structures and Obstructions~~		~~Lump Sum~~	~~All~~	~~Lump Sum~~	
	~~Toe Trench Excavation~~ (Include in RipRap)		~~Cu. Yd.~~	~~30~~		
	Embankment in Place		Cu. Yd.	3,202	7	22,414
	Grid-Rolled Aggregate Base		Cu. Yd.	1,430	7	10,010
	Grid Roller		Hour	24	60	1 440
	Aggregate Base		Cu. Yd.	650	18	11,700
	Guard Rail, Type 2A		Lin Ft.	150	20	3,000
	Guard Rail, Type 3		Lin Ft.	100	30	3,000
	Guard Rail Anchors, Type 1		Each	4	375	1500
	Rail End Pieces, Type C		Each	4	100	400
	Loose Riprap, Class 50		Cu. Yd.	80	25	2,000

~~SUMMARY — BID SCHEDULE —~~ COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Ladd Cr. (Hot Lake North) Bridge		REFERENCE NAME/PHONE 8-6291	COUNTY Union	SHEET 2 OF 2
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME K. Leshe

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	(820 sq. ft. @ $4/s.f) Bridge Removal Work		Lump Sum	All	Lump Sum	3,300^{00}
	Structure Excavation		Cu. Yd.	25	11^{00}	275^{00}
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	10,000^{00}
	Furnish Concrete or Steel Pipe Piling		Lin. Ft.	320	14^{00}	4,480^{00}
	Drive Concrete or Steel Pipe Piles		Lin. Ft.	264 ~~312~~	2^{00}	528^{00} ~~624^{00}~~
	(20 cu. yd. @ $225) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	4,500^{00}
	(2,150 lbs @ $0.41) Reinforcement		Lump Sum	All	Lump Sum	900^{00}
	4' x 50'/55' Prestressed Slabs		Each	7	4,800^{00}	33,600^{00}
	Metal Rail with Tubing		Lin. Ft.	125	41^{00}	5,125^{00}
						$131,420

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary A. Potter, Manager
Program Section

DATE: July 15, 1985

Attn: Mike Shultz

SUBJECT: Preliminary Plans (Bridge & Grading)
Ladd Creek (Hot Lake North) Br. Section
CR No. 29
HBR OS Project
Union County

Enclosed is one copy each of Preliminary Plans, bridge and grading, which have been signed by the Union County Court. Also, enclosed is copy of letter authorizing construction of the project in the flood plain.

Union County has made the necessary advance deposit for early award upon receipt of an acceptable bid. Everything appears to be in order.

Please initiate the required action to proceed towards bid opening.

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

encl.

cc: Steve Rogers, D.P.W.
Terry Shike w/ Bridge Plans
John Marks w/letter
Joe Schlieski w/encl.

June 27, 1985

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 17 1985
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Contains Recycled Materials

/ Mike Shultz

TO: OREGON DEPARTMENT OF TRANSPORTATION
ATTN: ROGER LANG

FROM: UNION COUNTY COURT

REF: Ladd Creek (Hot Lake, Airport Road) Bridge Sec.

As you requested, we have reviewed the preliminary plans relative to the flood plain as described in the attached letter from the Union County Planner.

Please accept this letter as a permit to construct the bridge referenced above in the flood plain.

UNION COUNTY COURT:

Earle C. Misener

Mike Caldwell

Marie C. Lester

Marie C. Lester

UNION COUNTY
PLANNING COMMISSION
COURT HOUSE
1109 K AVENUE
LA GRANDE, OREGON 97850

June 26, 1985

Steve Rogers
Union County Road Dept.
Rt. 1 Box 1676
La Grande, Oregon 97850

Dear Steve:

Pursuant to your request I have reviewed the Union County, Oregon Flood Insurance Rate Maps for the floodplain status of the Ladd Creek Bridge, described as Twp. 3S, Range 39 EWM, Section 29, SE 1/4 of the NE 1/4.

The area under the bridge is identified Zone A which is explained as "areas of 100-year flood; base flood elevations and flood hazard factors not determined." Please find attached a copy of the Flood Insurance Rate Map for the Ladd Creek Bridge area.

If I can be of any further assistance please feel free to contact me.

Sincerely,

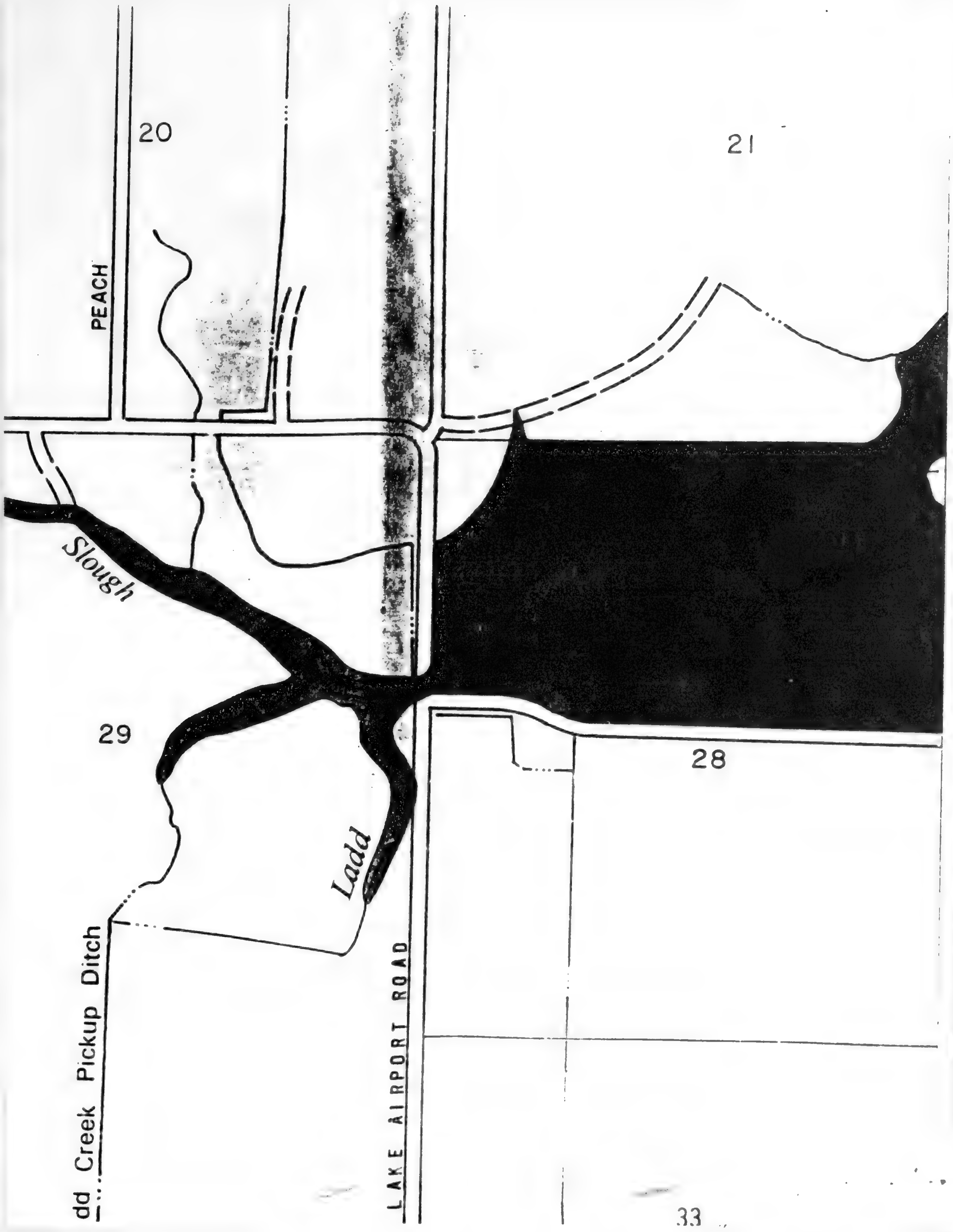
Hanley Jenkins, II

Hanley Jenkins, II
Planning Director

HJ:teh

Attachment

LAND USE PLANNING
Not Just for Today, but for Tomorrow — Not Just for Us, but for Everyone


20
21
PEACH
Slough
29
28
Ladd
dd Creek Pickup Ditch
LAKE AIRPORT ROAD
33

Mike Shltz

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	TYPICAL Sections & Summary
3	Plan & Profile

REGISTERED PROFESSIONAL ENGINEER 6482 OREGON JULY 11, 1969 RICHARD A. KUEHN

TPID will be written

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY D

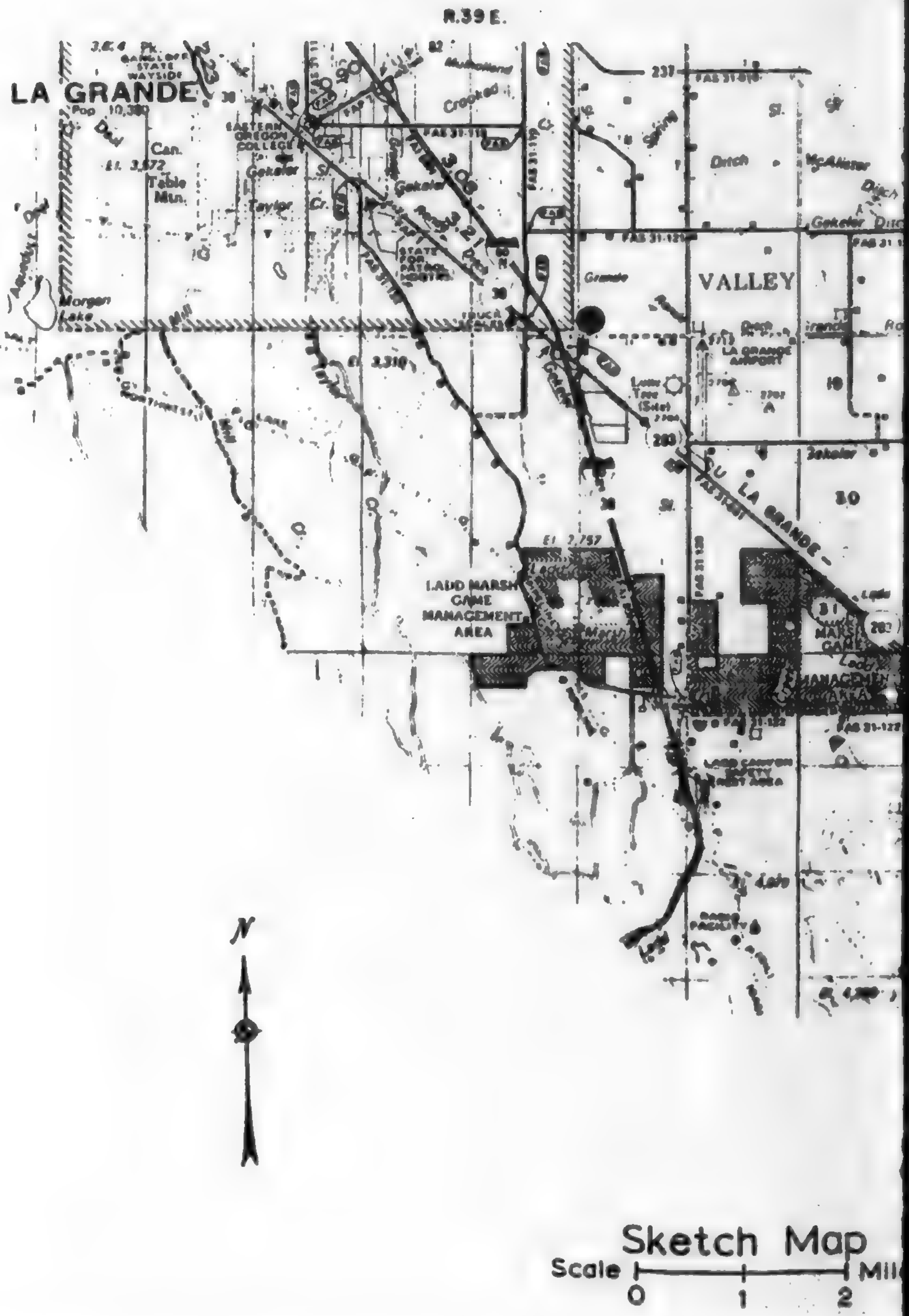
PLANS FOR PROPOSED P

LADD CR. (HOT LAKE AIRPOR

COUNTY ROAD (HOT LAKE

UNION COUNTY

LA GRANDE


R.39 E.
LA GRANDE
Pop 10,380
EASTERN OREGON COLLEGE
Table Mtn.
Morgan Lake
VALLEY
LA GRANDE AIRPORT
LADD MARSH GAME MANAGEMENT AREA
N
Scale
0
1
2
Mil

Sketch Map

APPROVED_______________19___

COUNTY COURT OF Union COUNTY

BY_______________

COUNTY JUDGE

COUNTY COMMISSIONER

Marie C. Lester

COUNTY COMMISSIONER

LADD CR. (HOT LAKE AIRPORT RD.) BRIDGE SEC. COUNTY ROAD (HOT LAKE AIRPORT RD.) UNION COUNTY				SHEET NO. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

NBR-05

TE OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

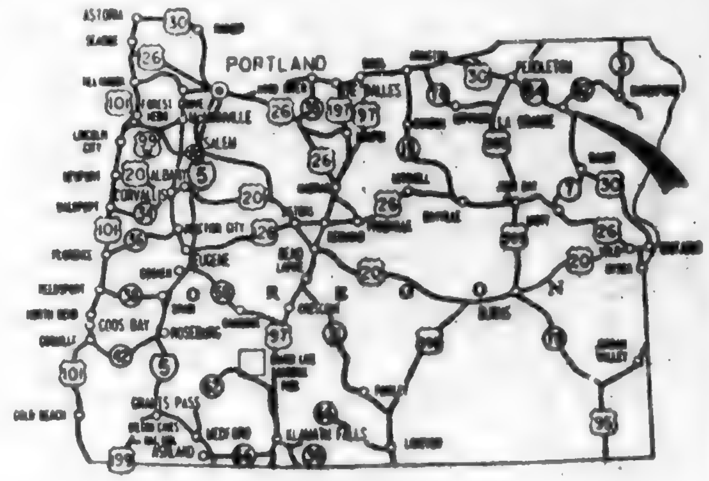
FOR PROPOSED PROJECT

PRELIMINARY COPY
JUN 27 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

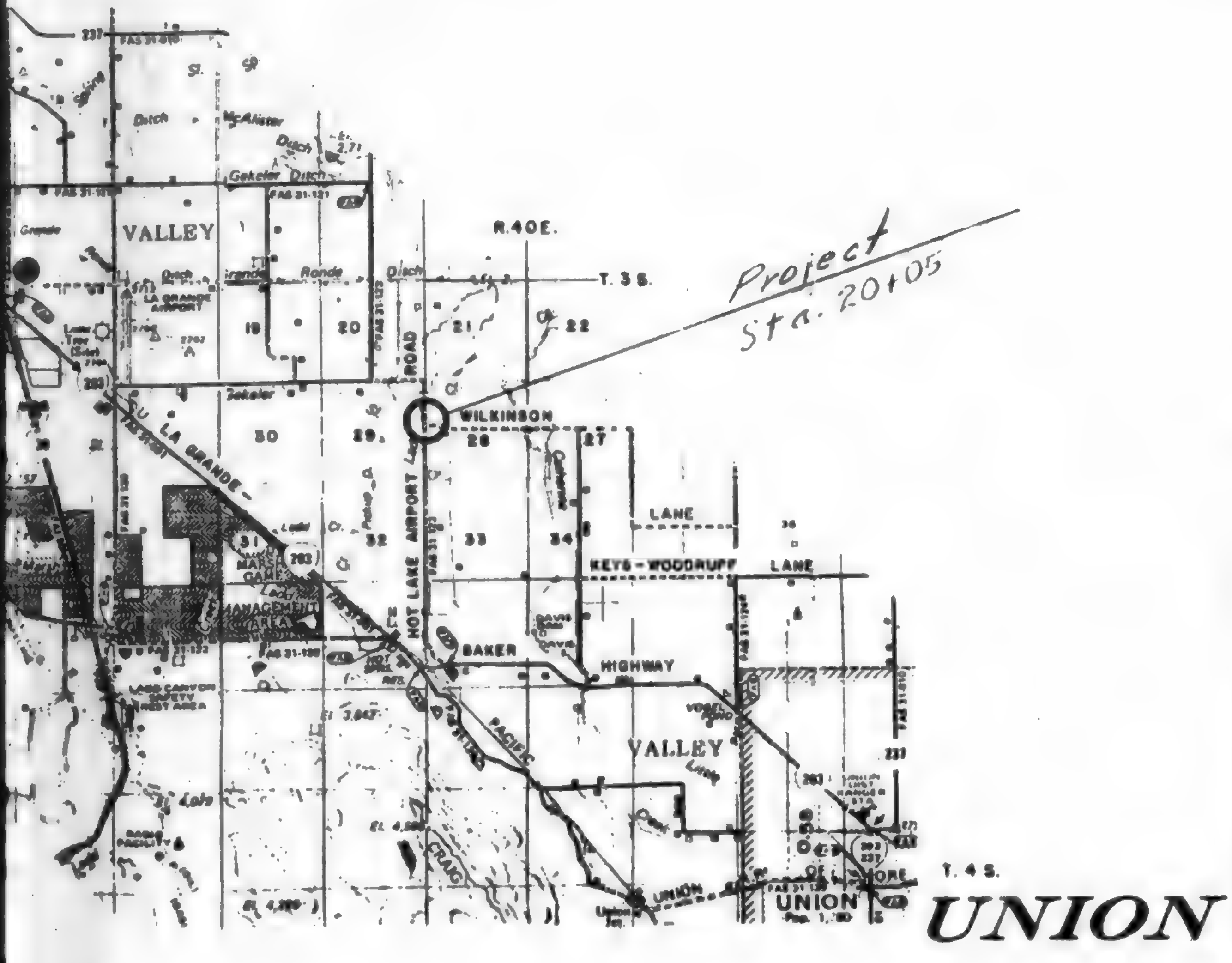
E AIRPORT RD.) BRIDGE SEC.

D (HOT LAKE AIRPORT RD.)

UNION COUNTY


ASTORIA
PORTLAND
SALEM
ALBANY
EUGENE
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
BEND
PENDLETON
LA GRANDE
BAKER
BURNS
LAKEVIEW
ONTARIO
O R E G O N

PRELIMINARY COPY
SUBJECT TO CHANGE


VALLEY
LA GRANDE AIRPORT
R.40E.
T.3S.
Ditch
McAlister
Gekeler Ditch
Ronde
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WILKINSON
LANE
KEYS-WOODRUFF
LANE
HOT LAKE AIRPORT ROAD
LA GRANDE
BAKER
HIGHWAY
VALLEY
UNION
T.4S.
UNION

Project
Sta. 20+05

Sketch Map
cale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. D. Hector
Region Engineer

DATE: July 11, 1985

DES 23
10789A

FROM: ORIGINAL SIGNED
T. J. SHIKE
Terry Shike
Principal Structural Design Engineer

SUBJECT: Ladd Creek (Hot Lake North) Bridge
Ladd Creek (Hot Lake North) Bridge Section
Hot Lake North Road
Union County
BR 10789A

Attached are two reduced prints of Drawings 40905, 40906, and 40907, which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 37,000
Structure	62,900
Engineering & Contingencies @ 20%	19,980
TOTAL	$ 119,880

It is planned to call for bids on this section on August 22, 1985.

Please make a field review and return one set by July 19, 1985 with your comments and corrections noted.

GAP:cma

Attachments

cc: Steve Rogers, County Engineer, Union Co., /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets and 2 sets Foundation Report
Specs Unit /w/ 1 set
Construction /w/ 1 set
Utility Unit /w/ 1 set
Project Management
Road Design /w/ 1 set
Joseph Schlieski, Project manager, /w/ 1 set

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 12 1985
REFER TO Loc Prog
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 3, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50001
Project No. BROS-000S(9)
Ladd Cr. (Hot Lake Airport Rd.) Bridge Sec.
Union County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 22, 1985.

GAP:DRH:jc

cc: R. D. Hector (Region 5)
Michael Shultz, w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

July 3, 1985

U.S. DEPA

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	
	PROJECT LOCATION (45 typewriter spaces)	Co. Rd., 2.5 mi. N. of Hot Lake
	ADT PRESENT	10 DHV 80
	FUTURE	---
	YEAR	---
	REGION	10
	STATE NAME	Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	Structure
	NATL. FOREST	
	FH ROUTE NO.	
	SUPV AGCY	
	OA CLASSIF.	
	OA AREA	
	EMERG. YR.	
	PL. AUTH YR	
	PROJECT NUMBER: PREFIX LETTER(S) NUMBER	BROS-3100 (9)
CARD	CLASS OF FEDERAL FUNDS	Bridge Replacement (15% Mandatory Off-System)
	NAME OF URBAN AREA	
	COUNTY NAME	Union
	CODE	061
	ROUTE NO.	Z
	FEDERAL-AID	Non UL
	STATE	Co. Rd.
	U.S.	---

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
5					PE							
5					ROW							
5					CONST (CODE) X080	(09)	"Ladd Creek (Hot Lake Airport Rd.) Br. Sec."	0.010	125,000	100,000	12,500	12,500

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.010	125,000	100,000	12,500	12,500

PROGRAM APPROVAL DATES 10-1-84

REMARKS

Additional Data: Item No. 50001;
No. BROS-3100(7)

Key #02561

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 3, 1985

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 2.5 mi. N. of Hot Lake	ADT	PRESENT 10 DHV 80	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117	ITEM NO. 50001

OPOSED WORK (35 typewriter re	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) NUMBER BROS-3100	SEQ. NO. (9)	I Projects Only POST MI. DESIG.

FUNDS
Replacement (15% Mandatory Off-System)

EA

COUNTY NAME: Union CODE: 061

ROUTE NO.: Z FEDERAL-AID: Non UL STATE: Co. Rd. U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080	(09)	"Ladd Creek (Hot Lake Airport Rd.) Br. Sec."	0.010	125,000	100,000	12,500	12,500	
PROJECT TOTALS			0.010	125,000	100,000	12,500	12,500	

ED BY: DRH

AM APPROVAL DATES: 10-1-84

REMARKS

Additional Data: Item No. 50001; Project No. BROS-3100(7).

Over

61

Ladd Creek (Hot Lake Airport Road) Bridge Section

Remarks continued:

Project Data: Work under this project consists of 1) construct one prestressed reinforced concrete slab span bridge (No. 10789A) length 53 ft., roadway width 27 ft. 5 in.; 2) remove existing structure; 3) construct approaches requiring grade and aggregate base to provide two 12 ft. travel lanes with 2 ft. shoulders; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8224 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed September 26, 1984.

Note: 1) This project is in Congressional District No. 2.

2) Included in the FY '85 Status Report.

3) Included in the approved bridge replacement inventory as bridge No. 61C02029 with a sufficiency rating of 31.7.

June 18, 1985 PRO

Mr. Alvin Campbell
County Roadmaster
Route 1, Box 1676
LaGrande, OR 97850

Subject: Ladd Cr. (Hot Lake North) Br.
Project #BROS-3100(7)
Union County

Dear Mr. Campbell:

At your request we are soliciting an advance deposit on the subject project. The project is scheduled for bid on the August 22, 1985 letting.

The county is requested to deposit their share of the estimated construction cost as computed below.

Estimated Construction Cost	$ 122,400
Less Federal Funds (80%)	97,920
County's Share (20%)	$ 24,480
County's Share & Advance Deposit	$ 25,000

Enclosed is a Power of Attorney form and a letter of instruction describing use of the Local Government Investment Pool under Option 3.

LGIP
Received
6-27-85
MKS

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:bkb
Enc.
bcc: w/AD #85-66
Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-66 when advance deposit is received.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

June 17, 1985

Steve Rogers, D.P.W.
Union County
Rt. 1 Box 1676
La Grande, Oregon 97850

Dear Steve:

Re: Preliminary Bridge Plans
Ladd Creek (Hot Lake North) Br. Sec.
CR #29 Hot Lake North (aka Airport Rd.)
HBR OS Project

Enclosed are three (3) copies of Drawing No's. 39833 and 40383 which comprise the preliminary bridge plans showing general configuration, plan and profile grade.

Our present estimate of cost for the project is as follows:

Road Work	$ 37,000
Structure	65,000
Engineering & Contingencies @ 20%	20,400
Total Estimated Cost	$122,400
* County Share @ 20%	24,280

PROGRAM SECTION
MANAGER RESOURCE UNIT ___
FA UNIT PROGRAM UNIT ___
JUN 20 1985
REFER TO Local Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

This estimated cost is very compatible with the reconnaisance estimate of $121,800 made when the project was requested by the County.

Please examine the plans carefully and, if found acceptable, present them to the County Court for signature. After the plans have been signed return two (2) copies to me for further processing.

Concerning our conversation about early advance deposit for this project, I have contacted our Program Section and we will ask for advance deposit in the amount of $24,480 so that you may eliminate any carry over in your budget. You should be receiving the request in a day or two. Our present schedule calls for bid opening on August 22, 1985.

Do not hesitate to call Joe or myself if you should have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Gary A. Potter
Mike Shultz
Terry Shike
J. A. Schlieski

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 8

TO: MEMO TO THE FILE

DATE: May 7, 1985

FROM: Ilene Poindexter
Hydraulic Specialist

SUBJECT: Ladd Creek (Hot Lake North) Bridge
County Road No. 29, FAS 31-123
Union County

The proposed structure will replace an existing 40-foot long timber structure. The present structure is narrow and badly deteriorated.

HYDROLOGY

Ladd Creek is a tributary of Catherine Creek and drains approximately 83 square miles above the proposed bridge site. The creek runs through a marsh area and feeds irrigation ditches before reaching the site. According to the Union County Watermaster, Boyd Hadden, the ditches are used during summer months and are intermittent. The irrigation ditches do not affect the peak flows which occur in the late winter or early spring.

Ladd Canyon (near Hot Creek) Gage No. 13321300, 10 miles southeast of LaGrande, Oregon, is located 9 miles upstream from the project site. The recurrence interval vs. peak discharge relationship for the gaged area was determined from statistical analysis of the gage data using a Log-Pearson Type III distribution. Sixteen years of stream flow records during 1953 and from 1958 through 1972 were available. Listed below are the results adjusted to reflect the drainage area and the forest cover for the bridge site, using the method in the U.S.G.S. publication "Magnitude and Frequency of Floods in Eastern Oregon".

Recurrence Interval	Peak Discharge
500-year	1100 cfs
100-year	870 cfs
50-year	780 cfs
25-year	700 cfs
10-year	580 cfs
5-year	490 cfs

Roadway overtopping occurs frequently at this site. Steve Rogers, Union County Public Works Director, stated that water overtops the roadway three out of every four years. Mr. Rogers stated that the back-up from Catherine Creek is the cause of the overtopping. On May 30, 1984 heavy rains caused overtopping of the roadway and structure by about 1-1/2 feet. Mr. Rogers stated that this flood was the worst since the 1964 flood. This high water is estimated to represent the 50-year flood with a peak discharge of 780 cfs.

HYDRAULIC DESIGN

The 25-year flood of 700 cfs was used as the design flood. Two replacement waterways were investigated: Alternate "A" with vertical abutments (Figure 1) and Alternate "B" with 1-1/2:1 end slopes (Figure 2). Since Union County plans to eventually raise the roadway to Elevation 2699.0 to prevent overtopping, the waterways were sized to handle the flow with no roadway overflow relief. For this reason, the County has also requested that the finish grade of structure be raised to Elevation 2699.0. Figure 3 shows the existing waterway. The following is a summary of the existing and proposed conditions.

	Discharge (cfs)	Waterway Opening (Ft.)	Waterway Area (Sq.Ft.)	Design High Water (Ft.)	Upstream Elevation (Ft.)	Backwater (Ft.)
Existing						
25-year	700	40.0	270.0	2695.8	2695.8	0.0
100-year	870	40.0	290.0	2696.0	2696.0	0.0
Alternative "A"						
25-year	700	45.0	300.0	2695.8	2696.0	0.1
100-year	870	45.0	309.0	2696.0	2696.4	0.3
Alternative "B"						
25-year	700	50.0	288.0	2695.8	2696.0	0.2
100-year	870	51.0	298.0	2696.0	2696.4	0.4

It is suggested that the minimum bottom of beam elevation be 2697.0 for the proposed structure.

RIPRAP

For Alternate "A", the wingwalls and the toe of the abutments should be protected with a one-foot thick blanket of Class 50 loose riprap. A filter blanket will not be required.

For Alternate "B", the embankment slopes through the bridge opening should be protected with a one-foot thick blanket of Class 50 loose riprap. A filter blanket will not be required.

Protect all fresh or disturbed slopes subject to high water, regardless of alternate chosen, with a one-foot blanket of Class 50 loose riprap.

IP:ja

Attachment

cc Bob Pool w/attach.
Walt Hart "
Rick Kuehn "
Bob Hector "
Glen Thommen "
Gary Potter "
Cam Gilmour "
Herb Schell, FHWA "

B ✓

FIGURE 1

LADD CR. (HOT LAKE NORTH) BRIDGE

ALTERNATE "A"

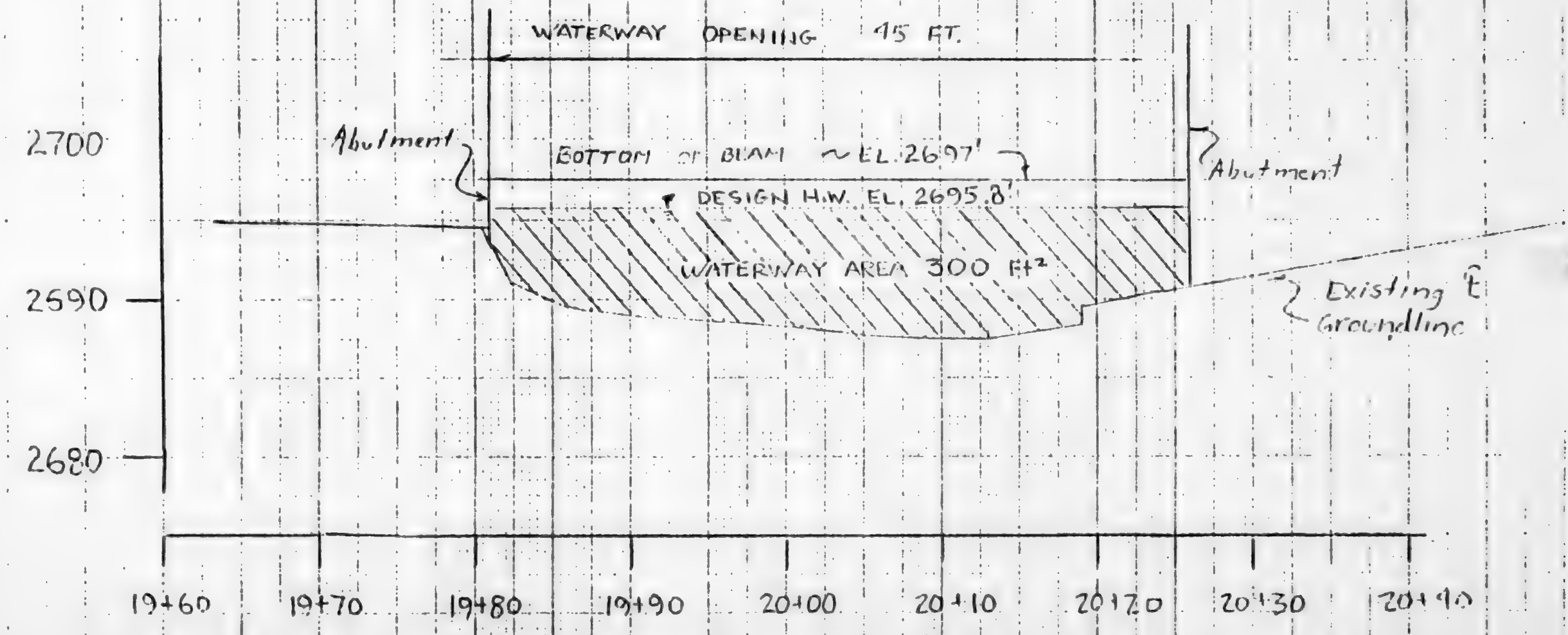
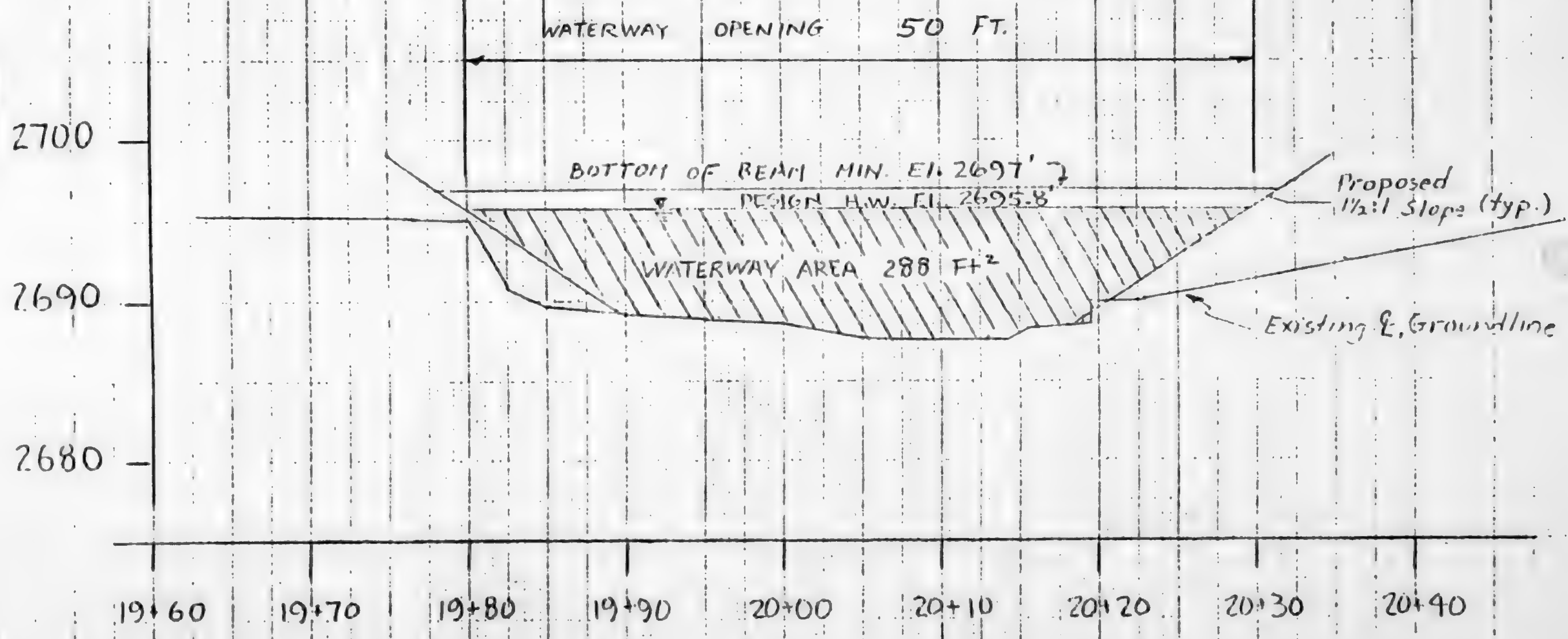

WATERWAY OPENING 45 FT.
Abutment
BOTTOM OF BEAM ~ EL. 2697'
DESIGN H.W. EL. 2695.8'
Abutment
WATERWAY AREA 300 Ft²
Existing ℄ Groundline
2700
2590
2680
19+60
19+70
19+80
19+90
20+00
20+10
20+20
20+30
20+40

FIGURE 2

LADD CR. (HOT LAKE NORTH) BRIDGE

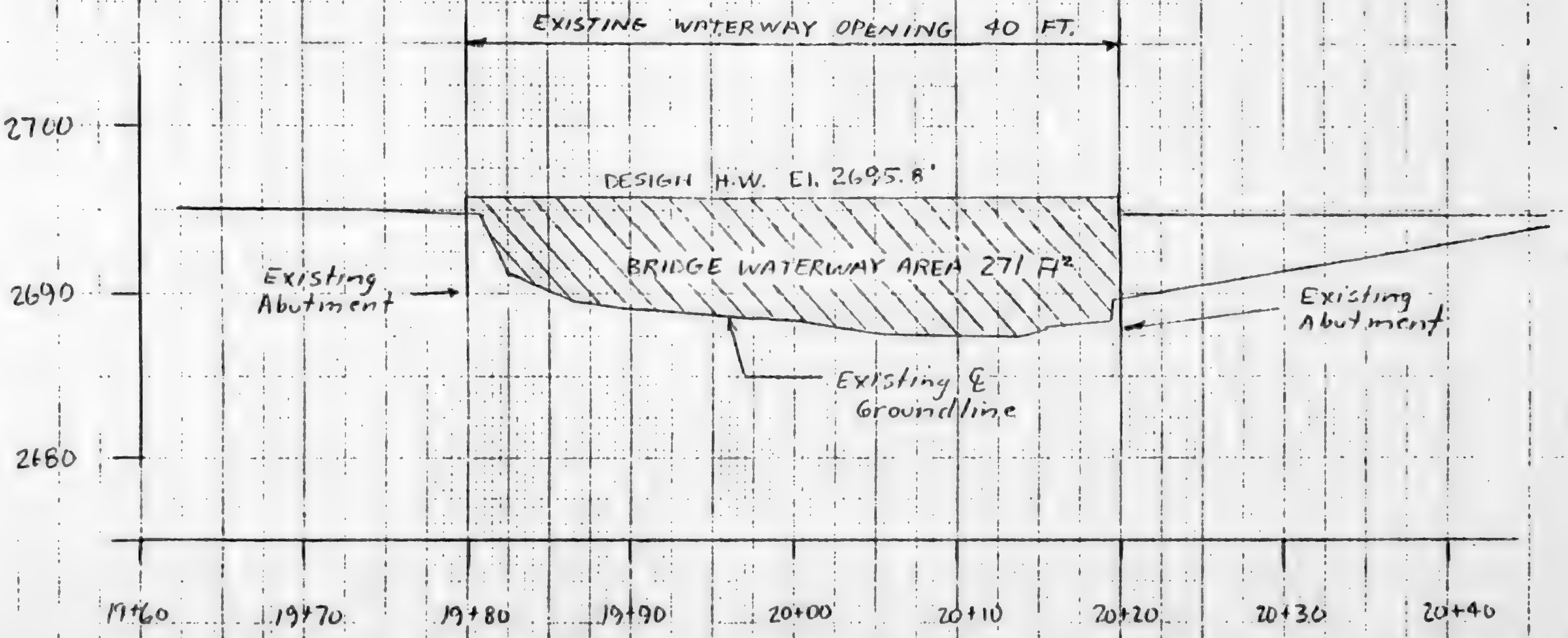
ALTERNATE "B"


WATERWAY OPENING 50 FT.
BOTTOM OF BEAM MIN. El. 2697'
DESIGN H.W. El. 2695.8'
WATERWAY AREA 288 Ft²
Proposed 1½:1 Slope (typ.)
Existing ℄ Groundline
2700
2690
2680
19+60
19+70
19+80
19+90
20+00
20+10
20+20
20+30
20+40

JDP 4/2/65

FIGURE 3

LADD CR. (HOT LAKE NORTH) BRIDGE
EXISTING WATERWAY


EXISTING WATERWAY OPENING 40 FT.
DESIGN H.W. El. 2695.8'
BRIDGE WATERWAY AREA 271 Ft²
Existing Abutment
Existing Abutment
Existing ℄ Groundline
2700
2690
2680
19+60
19+70
19+80
19+90
20+00
20+10
20+20
20+30
20+40

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	700	870	1100	
	m^3/s				
Frequency — yrs.		25	100	500	
H.W. Elevation Natural Channel	ft.	2695.8	2696.0	2696.2	
	m.				
Backwater Elevation	ft.	2696.0	2696.4	2696.8	
	m.				
Average Velocity	fps	2.3	2.8	3.5	
	mps				
Headwater Elevation	ft.	-	-	-	
	m.				
Tailwater Elevation	ft.	-	-	-	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "A" VERTICAL ABUTMENTS

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

LADD CREEK (HOT LAKE NORTH) BRIDGE
COUNTY ROAD NO. 29
UNION COUNTY

COMPILED BY: I. D. Poindexter	DATE: May 6, 1985

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	700	870	1100	
	m^3/s				
Frequency — yrs.		25	100	500	
H.W. Elevation Natural Channel	ft.	2695.8	2696.0	2696.2	
	m.				
Backwater Elevation	ft.	2696.0	2696.4	2696.8	
	m.				
Average Velocity	fps	2.4	2.9	3.6	
	mps				
Headwater Elevation	ft.	-	-	-	
	m.				
Tailwater Elevation	ft.	-	-	-	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "B" SPILLTHROUGH WITH 1½ : 1 END SLOPES

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

LADD CREEK (HOT LAKE NORTH) BRIDGE
COUNTY ROAD NO. 29
UNION COUNTY

COMPILED BY:	DATE:
I. D. Poindexter	May 6, 1985

State Highway Building, Room [illegible]03
Salem, Oregon 97310

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 15 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
~~DISS~~ ___ ~~INFO~~ ___ ~~FILE~~ ___

Attention: County-City Unit

Subject: Federal Aid Project No. BROS-3100(7)

Project Name: LADD CR. (HOT LAKE NORTH) BRIDGE

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way (80' Width)

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the aboved referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at La Grande, Oregon, this 6th day of FEB, 1985

~~City/~~County of Union

~~Mayor~~/County Judge/~~Chairman~~

Councilman/Commissioner

Marie C. Lester
Councilman/Commissioner

cc: Harold Brainerd (2) ✓
R. D. Hector
File

Certified by:
Regional Right of Way Supervisor
Date: 2/14/85

Instructions: ~~Complete A or B and C.~~
R/W File No. ___
Rev. 1/76

10,146

1-85

LOCATION NARRATIVE REPORT

Sub: Ladd Creek Br. (Hot Lake North) Union County
County Road

istory: This project was initiated by Union County under the federal bridge replacement 1985 HBR program.

The existing bridge was constructed in 1940. The structure is presently posted for a 4 ton load limit.

The present structure is 19' wide curb to curb with running planks over a rotten timber deck, and therefore essentially a one lane bridge.

Intent of roject: The intent of the project is to replace the deficient structure and construct a reasonable approach embankment within the estimated project cost.

lignment: The "P" & "L" lines are the same. Centerline was established by splitting the existing bridge and running a tangent line parallel to the existing fencing and utilities - which essentially splits the existing roadway.

The proposed vertical alignment raises the structure 4' per the county's request. The existing structure has been under water during flooding conditions (see enclosed photos). The county plans to raise the roadway through the area of the flood plain. In accordance with the latest guidelines we have shown a short embankment with either 100' or 200' VC as the monies will allow.

This is a low speed (design speed 35 MPH), low volume (ADT 80) road in an area subject to severe winter conditions.

County Review: The proposed alignment and finish grade of the structure has been reviewed by and discussed with Union County Officials. SINCE THE PROJECT IS TO REPLACE THE BRIDGE AND UNION COUNTY HAS CONCURRED WITH THE LOCATION PROPOSAL - WE EXPECT ANY REVISION IN STRUCTURE ALIGNMENT TO BE DISCUSSED WITH THIS OFFICE AND THE COUNTY - IF NECESSARY TO REDUCE GRADING COSTS - USE THE ALTERNATE PLAN WITH 100' VCs ON THE APPROACH FILLS. THE COUNTY WILL PURSUE THE GRADING WORK TO MEET THE PROPOSED FUTURE ALIGNMENT AS TIME AND MONIES ALLOW. THE STRUCTURE IS NOT TO BE ARBITRARILY LOWERED.

Future Alignment:

Proposed tructure: It is proposed to construct a 28' wide by 45' clear span structure approximately 4' higher than the existing bridge.

Flood & ighwater: This project is located in a flood plain. The highwater elevation is estimated at 2696 - (see enclosed flood photos and note wood railing on existing structure).

Structures pstream & ownstream: There are no structures upstream or downstream that relate to this project.

Gekeler Ditch:	There is ditch on the right side of the existing roadway known as Gekeler Ditch. This ditch was relocated by the property owner for his convenience and use as a water source. The County has directed him to relocate this ditch onto his property - we expect this work to be completed prior to the construction of this project.
Utilities:	CP National maintains power along the westerly R/W line and does not appear to conflict with this project. General Telephone maintains a buried cable along the easterly R/W . This cable is presently in a conduit and hung on the existing bridge. This will be temporarily relocated by the utility during construction.
Structure Contacts:	I'd recommend that provisions for utility hangers be provided on both sides of the new structure.
Right-of-Way:	Originally the County felt that they only had 60' of R/W. Upon further review the County advised us that they had 80' of R/W. It appears that we will not need any additional R/W.
Typical Section:	The typical section for the short approach fills is a 28' wide roadway with 3:1 rock slopes. The surfacing is 14" of grid-rolled aggregate base topped with 4" of crushed leveling course - no pavement is required.
Earthwork:	This will be an embankment in place project.
Material Source:	No material sources are proposed for the embankment or the grid-rolled aggregate base. County sources will be available through the county. Concrete would probably be supplied by R D Mac at Island City.
Guardrail:	Only the minimum amount of guardrail is proposed - 62.5 ' on each corner of the structure. We also recommend specifying the use of Type 1 Modified anchors so that they can be salvaged by the county if necessary and reset to meet the future alignment.
TP & D of Traffic:	The road may be closed to traffic. We are proposing the very minimum of temporary signs indicating that the road is closed.
Time for Completion:	The County has requested that the road not be closed for any longer than necessary - we should have a short completion time and let the project during the summer and not the dead of winter.
Work by the County:	County forces will salvage useable existing signing. They will also construct a headwall at the irrigation headgate if necessary.

POSSIBLE CONTACTS FOR INFO

Steve Rogers - Union County Public Works Director - Phone: 963-1016 office

Joseph H.

1/23/85

CCN 19-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3100(7)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50001

2A. COUNTY NAME Union

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-84

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

LADD CREEK (HOT LAKE NORTH) BRIDGE 361C02-029-00250 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $25,700; Federal Funds $20,560.

13. REMARKS

As requested by Mr. Potter's PEA dated October 1, 1984, subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/24/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 23, 1984

PRO

Mr. Alvin Campbell
County Roadmaster
Route 1, Box 1676
LaGrande, OR 97850

Dear Mr. Campbell:

SUBJECT: Ladd Cr. (Hot Lake North) Br.
Project # BROS-5100(7)
Union County

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8224, the County should submit an advance deposit for its share of the preliminary engineering cost.

Estimated P.E. Cost	$25,700
Less Free Bridge Design & Specs	(6,000)
Less Federal Funds (80%)	(15,760)
County's Share (20%)	$ 3,940
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 3,900

Please submit your advance deposit in the amount of $3,900 so that work may begin on the project. You may use one of the three options described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

LGIP
Recieved
11-9-84
MKS

MKS:pf
Attachment

bcc w/AD # 84-121: Roger Lang, Region 5
Vern Skoog-Please return completed AD #84-121 when advance deposit is received.

TO: Dale E. Wilken
Division Administrato
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO CATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., 2.5 mi. N. of Hot Lake "Ladd Cr. (Hot Lake North) Br. Sec."	117	50001	BROS-3100(7)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Union Code 061 Imp. Code 09

A-95 Review:

State Cl. Ho.......... Exempt X Date Approved ____

Dist.____Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) Included in approved replacement inventory with a sufficiency rating of 31.7 bridge no. 61C02 029 00250.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

___All Phases
___All Phases thru Final Envir. Document
___Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 25,700
(80%)	FF	$ 20,560
	STATE	$ 1,200
	COUNTY	$ 3,940

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: Attached data consists of Parts 1, 2 and 4 of Project Prospectus and project maps.

DRH:pf
Key #02561

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-1-84	ORIGINAL SIGNED GARY A. POTTER Gary A. Potter	Manager, Program Section

September 28, 1984

Union County Court
1100 "L" Avenue
LaGrande, OR 97850

AGR 4-2

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2221

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Ladd Creek (Hot Lake North) Bridge #61C02.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Memo to File

DATE: August 7, 1984

FROM: Michael K Shultz
Mike Shultz
Rural Program Coordinator

SUBJECT: Ladd Creek (Hot Lake North) Bridge #61C02
Union County
HBR-OFF Systems Funding

The subject project was approved by H.S. Coulter May 7, 1984 in the Highway Bridge Replacement Program through 1987. The subject project is shown as a 1985 OFF-Systems Local Project.

No additional right-of-way will be required. Preliminary and construction engineering will be provided by the State. The State will provide a bridge design, plans and specifications at no cost to the County under ORS 366.155(K). Enclosed are the Project Prospectus forms for distribution.

MKS:me
Enclosure
cc: Hank Wakerlig - Please add to PCS
W.F. Cobine - Please program with FHWA.
F.E. Terpin
J.B. Boyd
Don Aman
George Strawn
L.E. George, w/attach.
W.J. Hart, w/attach.
Cam Gilmour, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Steve Macnab, w/attach.
R.D. Hector (Region 5)
Roger Lang (Region 5)

CNa # 8224
8/9/84 EM

81-125-1387

Contains Recycled Materials

Union Co.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# [illegible] CON 12-1

SECTION LADD CR. (HOT LAKE NORTH) BR.

REGION 5

Co. Rd.

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 231-1966

DATE 07/18/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN		$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		700	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		$6,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		5,000	929 Free Specs.		1,000
914 REGION UTILITY LIAISON		400	932 RAILROAD & UTILITIES					

TOTALS	$	$ 25,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER [illegible]

LOCATION ENGINEER'S REMARKS

Note: This project is 100% Local Match. Free Bridge Design and Specifications requested by County.

1 Versteeg ✓
Anderson
CY Adams
CY Macnab
Lk Edwards
Turpin
2 Trout ✓
Wakerlig

RECEIVED
NOV 6 1984
ROAD DESIGN SECTION

NOTED
RICK KUEHN

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 8/28/84
RECOMMENDED, REGION ENGINEER X	DATE 7/18/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 8-28-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Turpin	DATE 8/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL/DATE 10-19-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

BR #61C02

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02561

REGION 5

SECTION LADD CR. (HOT LAKE NORTH) BRIDGE #61C02

STATE HIGHWAY # 2031	HIGHWAY NAME	MILE POST FROM TO	LENGTH 0.15 ±
☐ URBAN ☒ RURAL	CITY	COUNTY UNION	ROAD/STREET NAME HOT LAKE NORTH
ROUTE # CR 29	FEDERAL AID # N/A	APPLICANT (IF OTHER THAN STATE) UNION COUNTY	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$30
RIGHT OF WAY		$0
ROADWAY	$25	
STRUCTURES	$53 ~~60~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$2	
Remove Exist. Str	$5	
40% ENGINEERING & CONTINGENCIES	$34.8	
TOTAL CONSTRUCTION		$121.8
TOTAL ESTIMATE		$151.8

PROJECT DATA

GRADING (✓)	X
PAVING (✓)	
STRUCTURES (✓)	X
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	4/7
WORK TYPE (1-12)	2/5

RIGHT OF WAY

FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 85	RECOMMENDED FUNDING SOURCE HBR - OS	RECOMMENDED PROGRAM YEAR FY 85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	80	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing timber structure is shown as deficient on the National Inventory. SR is 31.7. Flood waters over topped the bridge by about 1.5 feet on May 30, 1984.

PROPOSED SOLUTION

Replace timber structure with prestressed reinforced concrete slab span bridge. Raise bridge 4 feet ± for adequate clearance.

REQUESTED. REGION ENGINEER X	DATE 7/19/84			
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02561
REGION	5
SECTION	LADD CR. (HOT LAKE NORTH) BR.

PROJECT JUSTIFICATION

Replacement of this bridge has been a long standing prioirty of Union County. The structure is identified on the National Inventory of deficient bridges and is assingned a sufficiency rating of 31.7. Also, the structure has been identified for funding in FY 1985 under the HBR Program by the Bridge Selection Committee.

Spring runoff of 1984 over topped the roadway and bridge by about 1 foot. On May 30 heavy rains again caused over topping of the roadway and structure by about 1.5 feet. It is felt the structure should be raised 4 feet ± with 200' ramps on each end of the structure, in order to allow adequate stream clearance. The route may be closed during construction.

This project is consistent with Union County's and the Highway Division's program of replacing deficient structures.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02561

SECTION LADD CR. (HOT LAKE NORTH) BR.

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	S
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES

C. P. NATIONAL

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 35	DESIGN STANDARDS AASHTO

TYPICAL SECTION (GRAVEL ROAD)

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10	x	10							
							14		14		(Note: Gravel Road)					

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Agg. subbase	14"				
3/4-0	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	45	28	53.000 ~~$60,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

/ Frank E. [illegible]

Location Engineer

Date 8/24/84

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02561

SECTION LADD CR. (HOT LAKE NORTH) BR.

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

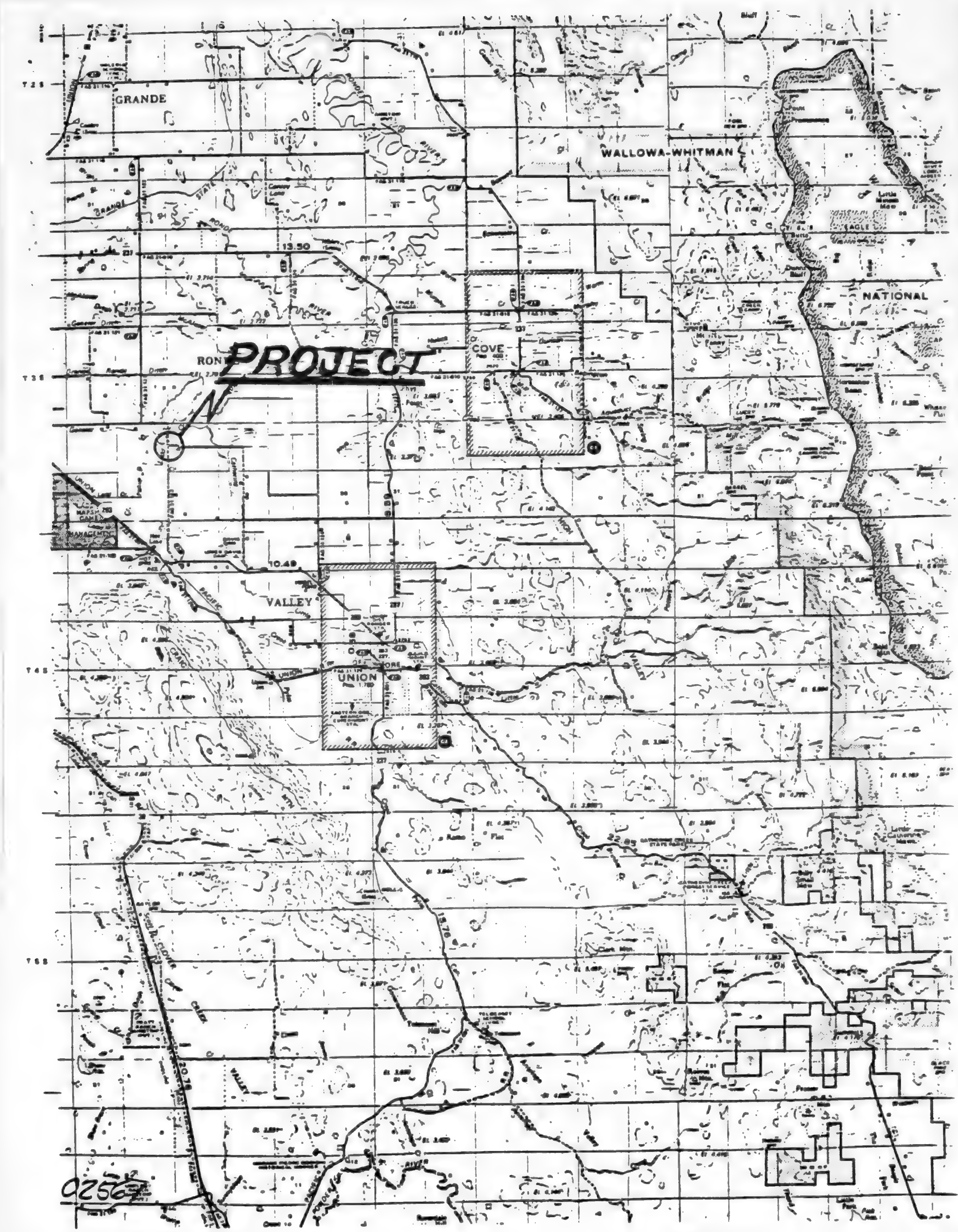
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)


GRANDE
WALLOWA-WHITMAN
NATIONAL
RONDE
PROJECT
N
COVE
VALLEY
UNION
MANAGEMENT
UNION PACIFIC
13.50
10.49
T2S
T3S
T4S
T5S
0256

STATE OF OREGON

INTEROFFICE MEMO

TO:
Gary Potter, Manager
Program Section

DATE: July 18, 1984

SUBJECT:
Proposed HBR Project, F.Y. '85
Ladd Creek (Hot Lake North) Bridge Section
County Road No. 29
Union County

Enclosed is Federal Aid project request as received from Union County concerning the above subject project. Also enclosed is Project Prospectus completed by this office for program purposes. This project has been approved for inclusion in the Fiscal Year 1985 HBR program by the Bridge Selection Committee.

Please take the necessary steps to obtain approval of the Highway Engineer and formulate the necessary agreements.

Roger C. Lang
Roger C. Lang
Region 5 Federal Aid Specialist

RCL/lm

Enc.

cc: The Hon. Earle C. Misener
Alvin Campbell
J. A. Schlieski

PROGRAM SECTION
JUL 23 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/E
Act Disc Info File

Contains Recycled Materials

02561

STATE OF OREGON

INTEROFFICE MEMO

TO: Cam Gilmour, Manager
Environmental Section

DATE: July 18, 1984

Attn: Eb Engelman
Project Coordinator

SUBJECT: Project Classification Request
Ladd Creek (Hot Lake North) Bridge

The proposed project is a bridge replacement in Union County. Plans call for the road to be closed during construction. The absence of right-of-way acquisition for a temporary construction easement renders coverage under the "Statewide Assessment".

A prospectus for the proposed project is also attached.

John Preston

John Preston
Region 5 Environmentalist

JP/lm

Attachments

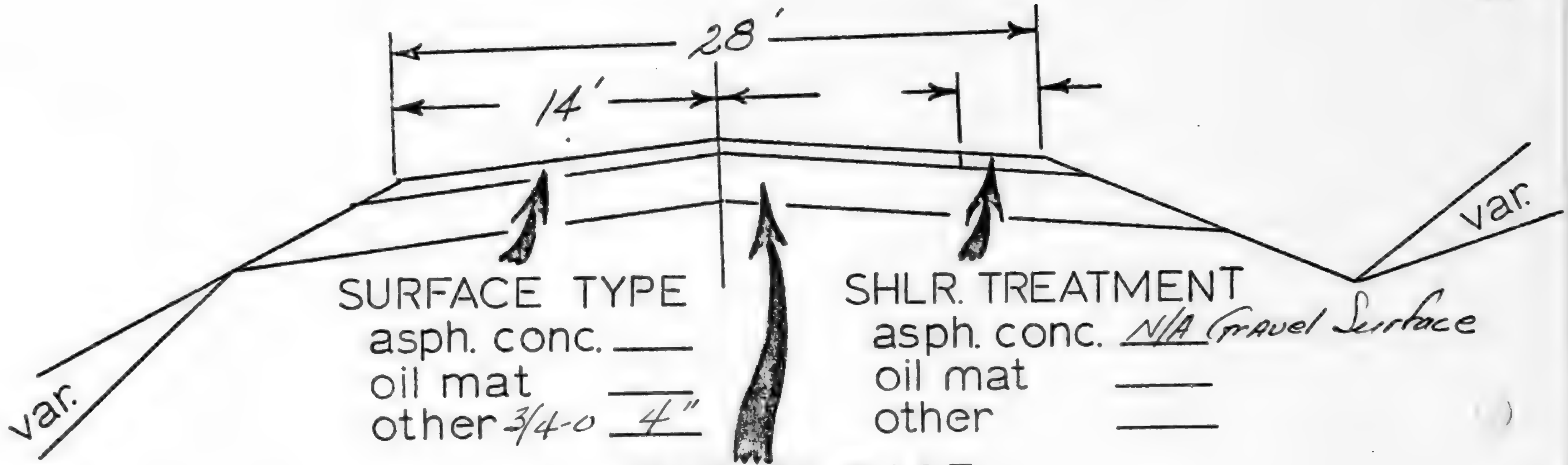
Contains Recycled Materials

02561

02561

PROPOSED
TYPICAL SECTION

(Taper 200'± from Bridge end)



SURFACE TYPE
asph. conc. ___
oil mat ___
other 3/4-0 4"

SHLR. TREATMENT
asph. conc. N/A Gravel Surface
oil mat ___
other ___

TYPE OF BASE
LIME STABILIZED ___
PIT OR QUARRY RUN ___
CRUSHED AGG'R. ___
Aggr. Sub base 14

FEDERAL AID PROJECT REQUEST

Date 7-11-84

Applicant Agency UNION COUNTY

Request for: Off-System____, FAS-C____, FAUS____ Project HBR O.S. xx

Federal Aid Route No. N/A Route Name CR29 Hot Lake North

Project Name Ladd Creek (Hot Lake North) Bridge Section

Project Length 0.15 Mi.± Project Location (Attach sketch map)

Project Description Grading , Rock Surface, Structure Replacement

Average Daily Traffic 80 Design Speed 35 MPH (Gravel Rd)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20'± Travel Lanes 2 Shoulders N/A

Medians None Parking None

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2 Shoulders N/A

Medians None Parking None

Curbed No Length Curb Radii N/A

Sidewalk/Bikeway No.Remote Rural Location and Gravel surface does not

Remarks warrant construction of bikeway

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ________ Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No x

3. Will additional right-of-way be needed? Yes________ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________
Remarks Additional R/W is not anticipated for this project, county will seek donation if R/W is required

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

02561

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By County

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

Br.No.61C02 SR=31.7

1. **Existing Structure:**

Location Ladd Creek (Hot Lake North)

Type Timber

Approach Roadway Width 20 Shoulder Width N/A

Length 41± Width 20±

To remain in place? No

2. **Proposed Structure:**

Location Same as Above

Approximate Size: Length 45±' Width 28±'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Flood Plain

Remarks Structure should be raised 4 feet ± for adequate stream clearance, route may be closed during construction

VI. **RAILROAD DATA**

1. Are there any railroad crossings? Yes ______ No x

   Name of Railroad ______
   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. **ACTION PLAN REQUIREMENTS**

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Alvin W. Campbell, Roadmaster
   Office
2. Environmental — "" ""
   Office
3. Public Hearing — "" ""
   Office

Remarks Minimal Action Plan Requirements anticipated for this project

VIII. **GENERAL INFORMATION**

1. Project preliminary engineering to be performed by:

   Applicant ______ State x Consultant ______

02561

2. Project construction engineering to be performed by:

Applicant__________ State x Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No x

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 25,000
Right-of-way costs (if participating)	
Traffic control	2,000
Illumination	
Structures	60,000
Railroad	
Other *Engineering & Contingencies*	34,800
Preliminary engineering	30,000
PROJECT TOTAL	$ 151,800

Remarks County Requests free bridge design and specifications as provided for by Oregon Revised statutes. Suggested bid opening June 1985

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Union COUNTY

By__________ By

By__________ By Marie C. Foster

By__________

02561

1985 SW Farmington Rd. @ SW 10,147
Murray Blvd. Sec. of SW Farmington Rd.
in Beaverton. (Gr, pav, sign, & sigs)

SEE: CON 21-6 – Farmington
(SW 185th Ave. – SW Hall Blvd.)

C+A 8131 12-11-85, 9-7-84

10,11/7 [illegible]

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

S.W. FARMINGTON RD. AT S.W. MURRAY BLVD.

CITY OF BEAVERTON AGREEMENT NO. 8131

IX-9064(2) & (4)

PRELIMINARY ENGINEERING
185TH-SW MURRAY BLVD

STATE PRELIMINARY ENGINEERING (PARTICIPATING)	$17,089.02
STATE PRELIMINARY ENGINEERING (NONPARTICIPATING)	634.25
TOTAL PROJECT COST	$17,723.27
LESS: FEDERAL FUNDS	- 14,525.66
LESS: ADVANCE DEPOSIT	- 1,005.00
BALANCE DUE ON PRELIMINARY ENGINEERING	$ 2,192.61

CONSTRUCTION

CONTRACT SUMMARY	$208,638.55
SFO 1 STRIPING	576.12
SFO 2 SOFTWARE PROGRAM	192.92
SFO 3 SIGNAL CONTROLLER TESTING	1,725.00
SFO 4 EEO LABOR COMPLIANCE	781.65
CONSTRUCTION ENGINEERING	28,208.74
INTEREST OF FINAL PAYMENT (NONPARTICIPATING)	216.65
CONTRACT SUMMARY MAILBOX POST (NONPARTICIPATING)	1,520.00
CONSTRUCTION ENGINEERING (NONPARTICIPATING)	680.66
TOTAL PROJECT COST	$242,540.29
LESS: FEDERAL FUNDS	-204,104.53
LESS: ADVANCE DEPOSIT	- 43,425.00
BALANCE OF ADVANCE DEPOSIT	$4,989.24
AMOUNT DUE FROM PRELIMINARY ENGINEERING	$-2,192.61
EXCESS ADVANCE DEPOSIT CONSTRUCTION	4,989.24
PAYMENT BY CITY OF BEAVERTON	175.52
AMOUNT OF REFUND DUE CITY OF BEAVERTON	$2,972.15

PLEASE SEND COPY OF ATTACHED WITH THE WARRANT TO THE CITY OF BEAVERTON

OREGON DEPARTMENT OF TRANSPORTATION

REFUND ON PROJECT NUMBER IX-9064(2) & (4)

TC: 320 AGENCY: 02

VENDOR NUMBER: 52884 00

VENDOR NAME: CITY OF BEAVERTON

UNIT: 0630

EXPENDITURE ACCOUNT: 8131

SUBJOB: 000

SOURCE: 596000 02

AMOUNT: $2,972.15

PREPARED BY: Diane Galida________________ 08 12 93

APPROVED BY: Don Aman____________________ DATE____________________

Payment based of the final accounting on IX-9064(2) & (4), S.W. Farmington Rd. at S.W. Murray Bldv.

F0152902	CLAK CO/OATFLDRD@CO		1,440.00	1,440.00	.00
F0255401	CLAK CO/OATFLD RD@CO		24.14	24.14	.00
F0364302	CLAK CO/OATFLD BD@CO		9,360.00	9,360.00	.00
F0383901	CLAK CO/OATFLD RD@CO		249.02	249.01	.01
*8127	NO TITLE AVAILABLE	TOTAL	11,073.16	11,073.15	.01
8130	NO TITLE AVAILABLE				
F0191901	CTY OF SEASD/NACAN R		6,799.39	6,799.39	.00
F0379201	CTY SEASD/NECAN RV B		15,217.20	1,417.20	13,800.00
F0379202	CTY SEASD/NECAN BR		1,151.13	951.13	200.00
*8130	NO TITLE AVAILABLE	TOTAL	23,167.72	9,167.72	14,000.00
8131	NO TITLE AVAILABLE				
F0143902	WASH CO/SW 185-SW HA		13,635.67	13,635.67	.00
F0246702	CTY BVRTN/FRMNTN RD@		3,197.61	2,248.09	949.52

REPORT NO: FMRP930-1
RRN: 27121-
AGY: 73 RPT TYPE: TB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
ACCOUNTS RECEIVALBE FOR FEDERAL PROJECTS

PAGE 104
RUN 08/05/93 19:39

PROJ ID AGREE/SFX			AMOUNTS BILLED	REVENUE TO DATE	CURRENT RECEIVABLE
8131	NO TITLE AVAILABLE				
F0385901	CTY BVRTN/SW FRMNGTN		38,435.76	42,357.43	3,921.67-
*8131	NO TITLE AVAILABLE	TOTAL	55,269.04	58,241.19	2,972.15-
8137	NO TITLE AVAILABLE				
F0279701	CTY PTLD/NE13&GERTZ-		9,882.36	9,882.36	.00
F0360701	CTY PTLD/NE13&GERTZ-		1,201.57	1,201.57	.00
F0446501	PTLD/NE 13&GRTZ-IND		1,099.59	1,099.59	.00
F0450501	PTLD/NE 13&GRTZ-IND		17,791.06	17,791.06	.00
F0458701	PTLD/NE 13&GRTZ		250,698.84	250,698.84	.00
F0497601	PORTLAND/NE 13&GERTZ		22,870.85	22,870.84	.01
*8137	NO TITLE AVAILABLE	TOTAL	303,544.27	303,544.26	.01
8142	NO TITLE AVAILABLE				
F0155702	COS CO/J NEY SLUCRO		23,946.34	23,946.34	.00
F0432601	COS CO/JOE NEY SLU B		2,746.04	2,726.02	20.02
F0432602	COS CO/JOE NEY SLU B		25.00	45.02	20.02-
F0498101	COS CO/JO NEY SLUBR		223,949.35	224,111.34	161.99-
F0498102	COS CO/JO NEY SLUBR		5,656.53	5,494.54	161.99
*8142	NO TITLE AVAILABLE	TOTAL	256,323.26	256,323.26	.00
8144	NO TITLE AVAILABLE				
F0294702	GILAM CO/WILW CR(RHE		1,568.79	1,500.00	68.79
F0294703	GILAM CO/WILW CR(RHE		43.68	50.00	6.32-
F0477601	GILM CO/WILW CR-RHEA		10,334.85	.00	10,334.85
F0477602	GILM CO/WILW CR-RHEA		2,638.11	.00	2,638.11
*8144	NO TITLE AVAILABLE	TOTAL	14,585.43	1,550.00	13,035.43

REPORT NO: FMRP930-1
RRN: 27121-
AGY: 73 RPT TYPE: TB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
ACCOUNTS RECEIVALBE FOR FEDERAL PROJECTS

10/197

PROJ ID AGREE/SFX			AMOUNTS BILLED	REVENUE TO DATE	CURRENT RECEIVABLE
8123	NO TITLE AVAILABLE				
F0360201	CITY OF PORTLD/5 NEW		208.69	.00	208.69
F0377101	CTY PTLD/5 NW TRF SG		.98	.00	.98
*8123	NO TITLE AVAILABLE	TOTAL	209.67	.00	209.67
8125	NO TITLE AVAILABLE				
F0360601	CTY PTLD/NW PTLD TSM		7,325.89	7,325.89	.00
F0360602	CTY PTLD/NW PTLD TSM		589.35	589.35	.00
*8125	NO TITLE AVAILABLE	TOTAL	7,915.24	7,915.24	.00
8126	NO TITLE AVAILABLE				
F0215601	CTY-SALM/12&13 ST@HO		457.93	457.93	.00
F0261801	CTY SALM/13 STSE@HO		1,311.55	1,311.55	.00
F0396201	CTY SALM/12 713 STS		12,752.03	12,752.03	.00
*8126	NO TITLE AVAILABLE	TOTAL	14,521.51	14,521.51	.00
8127	NO TITLE AVAILABLE				
F0152902	CLAK CO/OATFLDRD@CO		1,440.00	1,440.00	.00
F0255401	CLAK CO/OATFLD RD@CO		24.14	24.14	.00
F0364302	CLAK CO/OATFLD BD@CO		9,360.00	9,360.00	.00
F0383901	CLAK CO/OATFLD RD@CO		249.02	249.01	.01
*8127	NO TITLE AVAILABLE	TOTAL	11,073.16	11,073.15	.01
8130	NO TITLE AVAILABLE				
F0191901	CTY OF SEASD/NACAN R		6,799.39	6,799.39	.00
F0379201	CTY SEASD/NECAN RV B		15,217.20	1,417.20	13,800.00
F0379202	CTY SEASD/NECAN BR		1,151.13	951.13	200.00
*8130	NO TITLE AVAILABLE	TOTAL	23,167.72	9,167.72	14,000.00
8131	NO TITLE AVAILABLE				
F0143902	WASH CO/SW 185-SW HA		13,635.67	13,635.67	.00
F0246702	CTY BVRTN/FRMNTN RD@		3,197.61	2,248.09	949.52

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REPORT NO: FMRP930-1                         OREGON DEPARTMENT OF TRANSPORTATION                          PAGE   104
RRN:          27121-                             FINANCIAL MANAGEMENT SYSTEM                              RUN 08/05/93 19:39
AGY: 73  RPT TYPE: TB                      ACCOUNTS RECEIVALBE FOR FEDERAL PROJECTS
 PROJ ID
  AGREE/SFX                                               AMOUNTS             REVENUE              CURRENT
                                                          BILLED              TO DATE              RECEIVABLE


  8131        NO TITLE AVAILABLE

   F0385901     CTY BVRTN/SW FRMNGTN                       38,435.76           42,357.43             3,921.67-

 *8131        NO TITLE AVAILABLE          TOTAL            55,269.04           58,241.19             2,972.15-

  8137        NO TITLE AVAILABLE

   F0279701     CTY PTLD/NE13&GERTZ-                        9,882.36            9,882.36                  .00
   F0360701     CTY PTLD/NE13&GERTZ-                        1,201.57            1,201.57                  .00
   F0446501     PTLD/NE 13&GRTZ-IND                         1,099.59            1,099.59                  .00
   F0450501     PTLD/NE 13&GRTZ-IND                        17,791.06           17,791.06                  .00
   F0458701     PTLD/NE 13&GRTZ                           250,698.84          250,698.84                  .00
   F0497601     PORTLAND/NE 13&GERTZ                       22,870.85           22,870.84                  .01

 *8137        NO TITLE AVAILABLE          TOTAL           303,544.27          303,544.26                  .01

  8142        NO TITLE AVAILABLE

   F0155702     COS CO/J NEY SLUCRO                        23,946.34           23,946.34                  .00
   F0432601     COS CO/JOE NEY SLU B                        2,746.04            2,726.02                20.02
   F0432602     COS CO/JOE NEY SLU B                           25.00               45.02                20.02-
   F0498101     COS CO/JO NEY SLUBR                       223,949.35          224,111.34               161.99-
   F0498102     COS CO/JO NEY SLUBR                         5,656.53            5,494.54               161.99

 *8142        NO TITLE AVAILABLE          TOTAL           256,323.26          256,323.26                  .00

  8144        NO TITLE AVAILABLE

   F0294702     GILAM CO/WILW CR(RHE                        1,568.79            1,500.00                68.79
   F0294703     GILAM CO/WILW CR(RHE                           43.68               50.00                 6.32-
   F0477601     GILM CO/WILW CR-RHEA                       10,334.85                 .00            10,334.85
   F0477602     GILM CO/WILW CR-RHEA                        2,638.11                 .00             2,638.11

 *8144        NO TITLE AVAILABLE          TOTAL            14,585.43            1,550.00            13,035.43

  8148        NO TITLE AVAILABLE

   F0158102     DOUG CO/OAR CR(SCHLF                       60,941.35           60,941.35                  .00
   F0158502     DOUG CO/OAR CRSCHLF                           313.47                 .00               313.47

 *8148        NO TITLE AVAILABLE          TOTAL            61,254.82           60,941.35               313.47
```

10,147

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-12-88

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, Oregon 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9-25-85
TO 6-30-86

FEDERAL AID PROJECT NO.
IX 906~~5~~4(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$242,540.29	$240,122.98	85.00%	$204,104.53	$204,104.53	-0-

FA
77

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
	9-12-88	R J Hack Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Farmington Rd. @ S.W. Murray Blvd. S. W. Farmington Road Washington County					
	Construction Type Code SFTY Channelization (STA 9+80 to STA 21+00					
	Fin al Contract Payment Summary	Lump Sum				$208,638.55
FO #1	Permanent Payvement Striping	All Required				576.12
FO #2	Software Program	All Required				192.92
FO #3	Signal Controller Testing	All Required				1,725.00
	Total Participating Construction Costs					$211,132.59
	Construction Engineering State	All Required				$ 28,208.74
	Miscellaneous Project Costs					
FO #4	EEO/Labor Compliance Monitoring	All Required				781.65
	Total Participating Project Costs					$240,122.98
	Non-Participating Project Costs					
	Interest on Final Payment	All Required				$ 216.65
	Final Contract Payment Summary	Lump Sum				1,520.00
	Construction Engineering	All Required				680.66
	Total Non-Participating Project Costs					$ 2,417.31
	TOTAL PROJECT COST					$242,540.29
	Prepared based on Participating Cost as shown on the Federal Billing as of 9-8-88					
	AMOUNT CARRIED FORWARD					

147

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-68	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	7-12-88	Project Number IX-9064(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 86, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 218,325	$ 241,405
Federal funds	$ 177,109	$ 205,194
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of JUL, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~XX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 8, 1988

Federal-Aid Project No. IX-9064(4)

S.W. Farmington Road @ S.W. Murray Blvd. Section
City Street
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Channelization (Sta. 9+80 to 21+00)

Item	Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Temporary Signs	SF 18.70	300	$ 5,610.00	320	$ 5,984.00
Trench Exc.	CY 11.00	80	880.00	148.9	1,637.90
Furnishing & Placing Topsoil	CY 11.00	30	330.00	36	396.00
3/4 Aggre. Base	Ton 8.25	90	742.50	165	1,361.25
12-inch Storm Sewer Pipe	LF 27.50	582	16,005.00	602	16,555.00
Drainage Curbs	LF 1.60	990	1,584.00	1142.5	1,828.00
Geotextile Fabric in Stabiliation	SY 1.65	1,050	1,732.50	1200	1,980.00
Adjust. Manholes	Ea 275.00	2	550.00	3	825.00
Adjust. Boxes	Ea 38.50	7	269.50	19	731.50
Thermoplastic Pave. Line	SF 2.25	1,035	2,328.75	1191	2,679.75
Remove Striping (FA-1)	LS 1,800.00	All	1,800.00	All	3,560.00
Const. C. Curb (FA-2)	LS 1,236.53	---	---	All	1,236.53
Install Pipe Saw Cut Pave.(PA-3)	LS 2,938.10	---	---	All	2,938.10
Additional Flag. (FA-4)	LS 8,803.63	---	---	All	8,803.63
Adjust Inlets (FA-5)	LS 3,552.67	---	---	All	3,552.67

Signal Controller Test & Turn-on (SFO-3)	LS 1,675.00	All	1,675.00	All	1,917.92
			$ 33,507.25		$ 55,987.25

Total Increase	$ 22,480.00
Subtotal as on estimate of January 7, 1986	22,480.00
Subtotal	215,365.47
Engineering	26,039.53
Total	$ 241,405.00

Nonparticipating Items

Single Mailbox Supports	Each	3	100.00	$ 300.00
Multiple Mailbox Supports	Each	4	250.00	1,000.00
Mailbox Concrete Collars	Each	4	30.00	120.00
				$ 1,420.00

Length of Project	0.0 mi.
Cost of Roadway Per Mile -------- $2,183,009.33	

Federal Funds (85%)	$ 205,194.00
City Funds	36,211.00
Total	$ 241,405.00

Subjob 010 = 0%; 011 = 100%
Contract No. C10147
Prefix Nos. C334-1905 PE
Appn Code 177

DDB:jc

. . .10,147

STATE COPY

TO BE COMPLETED BY FHWA		STATE Oregon
1-66	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 1-10-86	COUNTY Washington PROJECT NO. IX-9064(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 208 "S.W. Farmington Rd. @ S.W. Murray Blvd. Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-85	0.0

OTHER *(Specify)*

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 218,925.00	$ 177,109.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JAN 10 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen file

Oregon State Highway Division
Salem, Oregon January 7, 1986

Federal Aid Project No. IX-9064(4)

S.W. Farmington Rd. at S.W. Murray Blvd. Section
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Channelization (Sta. 9+80 to Sta. 21+00)

Mobilization	Lump Sum	All	Lump Sum	$ 18,400.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	5,750.00
Temporary Signs	Sq. Ft.	300	18.70	5,610.00
Temporary Barricades	Each	8	115.50	924.00
Flaggers	Hour	200	18.70	3,740.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	4,400.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,650.00
General Excavation	Cu. Yd.	725	11.00	7,975.00
Trench Excavation	Cu. Yd.	80	11.00	880.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	1,100.00
Furnishing and Placing Topsoil	Cu. Yd.	30	11.00	330.00
3/4"-0 Aggregate Base	Ton	90	8.25	742.50
Cement Treated Base	Ton	1,070	17.05	18,243.50
Class "C" Asphalt Concrete	Ton	560	35.00	19,600.00
12-inch Storm Sewer Pipe	Lin. Ft.	582	27.50	16,005.00
Concrete Inlets, Type G-2	Each	6	605.00	3,630.00
Drainage Curbs	Lin. Ft.	990	1.60	1,584.00
Geotextile Fabric in Stabilization	Sq. Yd.	1,050	1.65	1,732.50
Adjusting Manholes	Each	2	275.00	550.00
Adjusting Boxes	Each	7	38.50	269.50
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	330.00
Wood Sign Posts	Lump Sum	All	Lump Sum	440.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	880.00
Type "C" and "D" Signs in Place	Sq. Ft.	35	8.80	308.00
Type "U" Signs in Place	Sq. Ft.	40	15.40	616.00
Move and Reinstall Existing Signs and Supports	Lump Sum	All	Lump Sum	18.00
Thermoplastic Pavement Arrows	Each	8	110.00	880.00

Thermoplastic Pavement "ONLY'S"	Each	4	110.00	440.00
Thermoplastic Pavement Line	Sq. Ft.	1,035	2.25	2,328.75
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	49,365.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	5,500.00
Model 170 Controlleer Equipment, Complete	Lump Sum	All	Lump Sum	11,000.00
Seeded Lawn	Sq. Yd.	335	1.65	552.75
				$ 185,774.50

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required		1,800.00
State Furnished Prom & Program	All Required		700.00
Signal Controller Testing & Turn-On	All Required		1,675.00
EEO/Labor Compliance Monitoring (0.5%)	All Required		935.97
			$ 7,110.97
		Subtotal	$ 192,885.47
		Engineering	26,039.53
		Total	$ 218,925.00

Length of Project	0.0 mi.
Federal Funds (85%)	$ 177,109.00
City Funds	41,816.00
Total	$ 218,925.00

Group 010 = 0% Group 011 = 100%
Contract No.
Prefix: C334-1905 P.E.
C
Appn Code

Nonparticipating Items

Single Mailbox Supports	Each	3	100.00	$ 300.00
Multiple Mailbox Supports	Each	4	250.00	1,000.00
Mailbox Concrete Collars	Each	4	30.00	120.00
				$ 1,420.00

CPL:bkb

10,117

1859

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Ted Spence, Region 1
Plan and Program Section

DATE: July 8, 1988

PRO

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
IX-9064(4)
S.W. Farmington Road @ S.W. Murray Boulevard Section
City Street
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Oblication	New Obligation	Increase
$177,109	$205,194	$28,085

Please arrange for updating of MSD's records to show this change.

DCN:jc

cc: ~~Gary Zehner~~, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1387

Zehrer

Oregon State Highway Division
Salem, Oregon July 8, 1988

Federal-Aid Project No. IX-9064(4)

S.W. Farmington Road @ S.W. Murray Blvd. Section
City Street
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Channelization (Sta. 9+80 to 21+00)

Item	Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Temporary Signs	SF 18.70	300	$ 5,610.00	320	$ 5,984.00
Trench Exc.	CY 11.00	80	880.00	148.9	1,637.90
Furnishing & Placing Topsoil	CY 11.00	30	330.00	36	396.00
3/4 Aggre. Base	Ton 8.25	90	742.50	165	1,361.25
12-inch Storm Sewer Pipe	LF 27.50	582	16,005.00	602	16,555.00
Drainage Curbs	LF 1.60	990	1,584.00	1142.5	1,828.00
Geotextile Fabric in Stabiliation	SY 1.65	1,050	1,732.50	1200	1,980.00
Adjust. Manholes	Ea 275.00	2	550.00	3	825.00
Adjust. Boxes	Ea 38.50	7	269.50	19	731.50
Thermoplastic Pave. Line	SF 2.25	1,035	2,328.75	1191	2,679.75
Remove Striping (FA-1)	LS 1,800.00	All	1,800.00	All	3,560.00
Const. C. Curb (FA-2)	LS 1,236.53	---	---	All	1,236.53
Install Pipe Saw Cut Pave.(PA-3)	LS 2,938.10	---	---	All	2,938.10
Additional Flag. (FA-4)	LS 8,803.63	---	---	All	8,803.63
Adjust Inlets (FA-5)	LS 3,552.67	---	---	All	3,552.67

Signal Controller Test & Turn-on (SFO-3)	LS 1,675.00	All	1,675.00	All	1,917.92
			$ 33,507.25		$ 55,987.25

Total Increase	$ 22,480.00
Subtotal as on estimate of January 7, 1986	22,480.00
Subtotal	215,365.47
Engineering	26,039.53
Total	$ 241,405.00

Nonparticipating Items

Single Mailbox Supports	Each	3	100.00	$ 300.00
Multiple Mailbox Supports	Each	4	250.00	1,000.00
Mailbox Concrete Collars	Each	4	30.00	120.00
				$ 1,420.00

Length of Project		0.0 mi.
Cost of Roadway Per Mile --------	$2,183,009.33	

Federal Funds (85%)	$ 205,194.00
City Funds	36,211.00
Total	$ 241,405.00

Subjob 010 = 0%; 011 = 100%
Contract No. C10147
Prefix Nos. C334-1905 PE
Appn Code 177

DDB:jc

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 9/18/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-9064(4)
COMPLETION DATE (Actual) 6/30/86	ACCEPTANCE DATE BY CONRTACT AGENCY 5/19/87	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. 6-30-86

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. FARMINGTON RD. @ S. W. MURRAY BLVD.
FAU 9064 (S. W. Farmington Rd.)
Grading, Paving, Signing & Signals

This project provided for widening Farmington Rd. to provide left turn bays and the installation of a new 8 phase signal system.

The contract was awarded to Fabricators Incorporated on 12/27/85. Work started 5/5/86 and was completed 6/30/86 within the specified completion time. The final project cost overran the original authorization of $218,925 by 20% due primarily to underestimating flagging by $10,530 and engineering by $27,700. There were no contract claims or materials problems.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
TATE HWY ENGR
SEP 25 '87
REFER TO Fredrickson
FOR
Info Inves R/O D/R Sign Act File

cy
9/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 9-23-87	TITLE District Engineer A	DATE 9-24-87

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

10,14

June 8, 1987

CON 5 - #10,147

Industrial Indemnity Company
Bond Department
421 SW 6th Avenue
Portland, OR 97204

On May 26, 1987, we wrote to you concerning release of final payment on Contract No. 10,147 awarded to Fabricators, Incorporated for work on the SW Farmington Road at SW Murray Boulevard in Washington County.

Final payment on this contract is $2,500.00 and the total contract amount is $210,158.55 including $21,835.12 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Fabricators, Incorporated
2705 Lancaster Drive NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,147

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10147

TO: Commission Services **DATE:** May 19, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10147 , On Site Work Substantially Completed June 30, 1986

All Work Completed January 22, 1987

Project SW Farmington Rd. @ SW Murray Blvd.

Highway FAU 9064 (SW Farmington Rd.)

County Washington

Type of Work Grading, Paving, Signals and Signing

Contractor Fabricators, Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-26-87 - Surety letter written.

RECEIVED
MAY 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10, 1-77

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PR JECTS

WEEK ENDING: February 14, 1987

PROJECT NAME (SECTION): SW Farmington @ SW Murray Blvd.

CONTRACT NO: 10147

HIGHWAY: SW Farmington

COUNTY: Washington

F A PROJECT NO: IX 9064(4)

CONTRACTOR: Fabricators Inc.

KIND OF WORK: Grading, Paving

DATE OF AWARD: December 27, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 235,836.71

ESTIMATED PROJECT COST $ 240,685.14

ESTIMATED PERCENT OVERRUN/UNDERRUN 2.1 %

ENGINEERING

AUTHORIZATION $ 25,000.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 25,763.91

PERCENT OF AUTHORIZATION 103 %

FIRST NOTIFICATION DATE:

ESTIMATED DATE OF COMPLETION, OR: June 30, 1986

SECOND NOTIFICATION DATE AND:

ESTIMATED SEMIFINAL SUBMITTAL DATE: February 28, 1987

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	06/30/86	90	57.0	63	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	0
ORIG. CONTRACT QUANTITIES	725 cy	1,070 tn	360			
EST. CORRECTED QUANTITIES	649 cy	1,062 tn	542			
EST. PERFORMED TO DATE	649 cy	1,062 tn	542			
PERCENT PERFORMED TO DATE	100	100	100	100	0	0

ACTIVITIES THIS WEEK:

Work on Semi-final

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Work on Semi-final

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Robert Heard

Robert Heard

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. CON 5
10147

AGENDA
OCT 16 1986

DATE: October 3, 1986

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SW Farmington Rd. @ Murray Blvd. Section
FAU 9064 Highway, Washington County
Contract No. 10147 ok

This project is substantially complete and an overrun of the project authorization of $15,300, or 6.9 percent, is expected. The project is funded with 85 percent federal funds and 15 percent City of Beaverton funds.

The project provided for widening of SW Farmington Road west of Murray Blvd., and signal improvement by installation of magnetometer detectors and replacement of most of the existing signal equipment.

The overrun was caused primarily by a large increase in the flagging required, the necessity to adjust inlets along the bikeway on the south side of Farmington Road, an increase in the amount of stripe removal required, and additional construction engineering costs.

The flagging increase was due to an inadequate number of hours set up in the contract, and to the extremely heavy traffic at this intersection which made extensive use of flaggers necessary. This added about $10,000 to the contract. The inlets were not included in the contract, and the widening of Farmington Road made this a more critical item, adding approximately $1,500 to the contract. The striping removal was doubled in its extent, and added about $1,700 to the contract. An engineering overrun of approximately $4,000 is expected due to added quantities, heavy traffic, and considerable overtime incurred in accommodation of the contractor's schedule.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $15,300 to a new total of $235,836.81. This matter will be on the consent calendar for the October 16 meeting.

cc: Fred Miller
Fran Neavoll
C. O. Fredrickson
V. E. Skoog
R. A Kuehn
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10147

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 3, 1986

FROM: O. B. Jackmond
for Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
SW Farmington Rd. @ Murray Blvd. Section
FAU 9064 Highway, Washington County
Contract No. 10147

This project is substantially complete and an overrun of the project authorization of $15,300, or 6.9 percent, is expected. The project is funded with 85 percent federal funds and 15 percent City of Beaverton funds.

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The flagging increase was due to an inadequate number of hours set up in the contract, and to the extremely heavy traffic at this intersection which made extensive use of flaggers necessary. This added about $10,000 to the contract. The inlets were not included in the contract, and the widening of Farmington Road made this a more critical item, adding approximately $1,500 to the contract. The striping removal was doubled in its extent, and added about $1,700 to the contract. An engineering overrun of approximately $4,000 is expected due to added quantities, heavy traffic, and considerable overtime incurred in accommodation of the contractor's schedule.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $15,300. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. A. Kuehn
R. J. Heard
B. M. Walton
Don Trout

CL 1986-0270 -
0,147

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

August 15, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,147

Associated Sand & Gravel
Company, Inc.
P.O. Box 363
Tualatin, OR 97062

Attention: Albert P. Demers
Oregon Division Manager

We have received your letter dated August 4, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Associated Sand & Gravel Company, Inc.
AMOUNT:	$4,614.05
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Fabricators, Incorporated
PROJECT:	SW Farmington Road at SW Murray Boulevard in Washington County
SURETY:	Industrial Indemnity Company
AGENT:	Rollins Burdick Hunter of Oregon, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid. This contract was substantially completed on June 30, 1986.

George Bell
Assistant Director

RECEIVED
AUG 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Fabricators, Incorporated
2705 Lancaster Drive NE
Salem, OR 97305

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

NOTED ON CARD
8-21-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

S&G ASSOCIATED SAND & GRAVEL
COMPANY, INC.
19585 S.W. 118TH AVE. • P.O. BOX 363 • TUALATIN, OR 97062

August 4, 1986

Mr. Robert Gormsen
Oregon State Highway Division
Transportation Building
Room 121
Salem, Oregon 97310

Contract No.: 10,147 OSHD Farmington at Murray Blvd., Washington County

Dear Mr. Gormsen:

Notice is hereby given that the undersigned Associated Sand & Gravel Co., Inc. has a claim for Concrete Sewer Pipe, Manhole Materials, Concrete Sewer Fittings and Castings furnished to Fabricators, Inc. on your contract 10,147 in the sum of $4,614.05.

We would appreciate any information on the status of this project.

Very truly yours,

ASSOCIATED SAND & GRAVEL CO., INC.

Albert F. Demers
Oregon Division Manager

cc: Fabricators, Inc.

AFD:km

RECEIVED
AUG 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(503) 692-3885 • 1-800-648-6609
An ARC America Company

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No

CON 5
10147

DATE: August 4, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9064(4)

Contract 10147, Work Completed June 30, 1986

Project SW Farmington Rd. @ SW Murray Blvd.

Highway FAU 9064 (SW Farmington Rd.)

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 24, 1986

RECEIVED
STATE HWY ENGR
SEP 8 '86
REFER TO
FOR

OHChristianson
Dale E. Wilken
Division Administrator

BMW:mk

W. RU
RECEIVED
AUG 04 1986
[illegible] DIVISION

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

jc cc: 0 (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

CEIVED
HWY ENGR
AUG 6 '86
REFER TO
Fredrickson

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon
IN COMPANY WITH Bob Heard & Marion Craft; OSHD and Don Farris, City of Beaverton			
DATE OF INSPECTION 7-24-86	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9064(4)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 70 %	WORK COMPLETED 99 %

S. W. FARMINGTON RD. @ S. W. MURRAY BLVD.
FAU 9064 (S. W. FARMINGTON RD.)
Grading, Paving, Signing & Signals

NOTED
W. E. SCHWARTZ

This project involved the widening of Farmington Rd. to provide turning channelization at Murray Blvd. and the installation of a new 8 phase signal system.

The City advised that the rush hour traffic queing that was common at this intersection has been substantially reduced by the improvement.

The State had not striped the finished surface at the time of the inspection, however, I was advised that the striping is scheduled soon. Also the State advised that two magnetometers needed to be replaced. Also it was noted that a TV cable was physically attached to one of the strain poles and another TV cable hung rather low in front of the signals and tended to impede vision of the signal on Murray Blvd. northbound. The TV company will be advised to make the proper adjustments to their cables shortly.

The project appears to have been completed in conformance with the contract requirements. The finished work appears satisfactory and acceptance is recommended subject to final striping by the State, replacement of the two aforementioned magnetometers, and adjustment of the TV cable.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

January 21, 1986

CON 5 - 10,147

Fabricators, Incorporated
2705 Lancaster Drive, N. E.
Salem, OR 97305

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,147 for work on SW Farmington Rd. at SW Murray Blvd. in Washington County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Walt Bartel
L. E. George

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

October 29, 1985

Mr. John Widmer, EEO & Labor Comp.
Oregon State Highway Department
210 Transportation Bldg.
Salem, OR 97310

Re: S.W. Farmington Rd @ S.W. Murray Blvd., Bid 10-24-85

Dear Sir:

If awarded the above referenced project, we intend to subcontract the flagging to Pam Construction, Inc., Salem, OR , a woman owned business as follows:

BI 5 Flaggers 200 hrs @ $18.70 $3,740.00

and 20 % of the amount subcontracted to Valley Truck & Container applied as woman owned business as follows:

BI 15 12" Storm Sewer Pipe 582 lf @ $27.50 $16,005 3201.00

$6941.00

$6,941 divided by the total amount of contract $187,194.50 would make a total subcontracted percentage of 3.7 % for the WBE goal.

For the DBE goal we intend to subcontract items to Valley Truck and Container as follows and to TPT Services, Molalla, OR, per attached schedule.

BI 15 12" Storm Sewer Pipe 582 lf @ $27.50 $16005 12804.00
Items per attached Schedule for TPT Services 7435.00

$20239.00

$20,239 divided by the total contract amount of $187,194.50 gives a total percentage subcontracted of 10.8 %.

Sincerely,

Roy L. Houck, III
Project Supt.

slk

RECEIVED
OCT 3 0 1985
COMMISSION [illegible] SERVICES

CC: Thomas Jones

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

SCHEDULE OF ITEMS - TPT SERVICES

03	Temporary Signs	300 sf @ $9.00	2,700.00
04	Temporary Barricades	8 ea @ 30.00	240.00
20	Adjusting Boxes	7 ea @ 35.00	245.00
21	Single Mailbox Supports	3 ea @ 90.00	270.00
22	Multiple Mailbox Supports	4 ea @ 230.00	920.00
23	Mailbox Concrete Collars	4 ea @ 30.00	120.00
25	Removal of Existing Sign Inst	L.S.	300.00
26	Wood Sign Posts	L.S.	400.00
27	Signal Pole Mounts	L.S.	800.00
28	Type C & D Signs in Place	35 sf @ 8.00	280.00
29	Type U Signs in Place	40 sf @ 14.00	560.00
30	Move & Reinstall Existing Signs & Supports		600.00
			$7,435.00

RECEIVED
OCT 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BEAVERTON

December 12, 1985

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 16 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Andrew Cotugno, Transportation Director
Metropolitan Service District
527 SW Hall Street
Portland, OR 97201

Re: TIP Adjustment

Dear Andy:

This letter serves as a formal request for a TIP Adjustment. We request that $79,054 of Federal Interstate Transfer Funds be transferred from Canyon/T.V. Hwy. Corridor TSM (Walker Road to Murray Blvd.) to Farmington Road TSM (Murray Blvd. Intersection). The former project has been finalized and the latter project, an active project, is experiencing financing shortfalls. Both projects have been sponsored by the City of Beaverton.

The Farmington/Murray intersection project has already undergone bid openings with the low bid being valid only until January 14. For this reason, an expeditious TIP Adjustment is needed. The City of Beaverton and the Beaverton Urban Renewal Agency have sufficient funds for local match of the federal funds. I have already talked to Bill Petts of your staff and Wayne Shulte of ODOT regarding this matter. If any additional information is needed to conclude this action, please call as soon as possible.

Sincerely,

John M Gillam

John M. Gillam
Transportation Planner

JG:ca

1212-JG-L:30a

cc: Chris Bowles
Don Faris
Wayne Shulte, ODOT

Sent copy to
Spanca [redacted]
12/13/85
W.S.

December 11, 1985

PRO

Chris Bowles
City Engineer
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, OR 97005

Dear Mr. Bowles:

SUBJECT: Farmington Road @ Murray Blvd.
IX-9064(4)

On October 24, 1985 the Highway Division received bids on the subject project with the low bid being submitted by Fabricators, Incorporated of Salem. Their bid exceeded our Engineer's Estimate by 17 percent; however, after reviewing our Estimate and considering we had 7 bidders; we are recommending award to the low bidder.

Our Agreement No. 8131 requires a deposit for the City share of project costs at this time. We have been advised that additional Interstate Transfer funds ($79,054) are now available to the City. The City share is computed as follows:

Contractor's Bid		$187,194.50
Anticipated Additional Items:		
Permanent Striping	$ 2,000	
Remove Existing Striping	1,800	
State Furnished Prom & Program	700	
Signal Controller Testing & Turn-On	1,675	
EEO Labor Compliance Monitoring	936	7,111.00
SUBTOTAL		$194,305.50
Contingencies (4-1/2%)		8,743.75
Engineering (9%)		17,487.50
TOTAL CONSTRUCTION COST		$220,536.75
Estimated Preliminary Engineering Cost		31,700.00
TOTAL ESTIMATED PROJECT COST		$252,236.75
Less Federal Funds		(204,054.00)
TOTAL CITY SHARE		$ 48,182.75
Less Credit for P.E. by City		(3,750.00)
CITY SHARE & ADVANCE DEPOSIT		$ 44,432.75

ROUNDED $ 44,430

We will award the contract when we receive your $44,430 deposit which should arrive no later than December 27. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary E. Zehner
Urban Programs Coordinator
Program Section

GEZ:pf
Attachment
bcc w/AD #85-126: Wayne Schulte, Metro Region
V. E. Skoog - Please return completed AD #85-126 when deposit is received.
Donald L. Trout

REC'D $44,430
CASH
12-23-85

CON 21-6
[illegible]

December 11, 1985 AGR

City of Beaverton
City Hall
Beaverton, OR 97005

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attention: Nancy Wilcox
City Recorder

Attached for your files is a fully executed copy of a supplemental agreement altering the responsibility for performing the construction engineering of the Farmington Road/Murray Boulevard Intersection.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

mab

Attachment

bc: Gary Potter W/Agree.

STATE OF OREGON — INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION — LOC 3

TO: FILES ✓

DATE: December 6, 1985

FROM: for Larry Rulien
State Highway Engineer

ES Hunter

SUBJECT: Footpaths and Bicycle Trails
October 24, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 24, 1985 on the following projects:

1. Project postponed.

2. Mt. Hood Hwy. @ J. Jarl Road
   Mt. Hood Highway
   Clackamas County
   Grading and Paving

   Roadway shoulder adequately accommodates bicycles.

3. Columbia River Hwy. @ "A" St. (Columbia City)
   Columbia River Highway
   Columbia County
   Grading and Paving

   Same as No. 2.

4. Cape Arago Hwy. @ Oak Street
   Cape Arago Highway
   Coos County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Squaw Cr. (Camp Polk Road) Bridge
   Camp Polk Road
   Deschutes County
   Grading, Paving and Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

81-125-1387

6. Crater Lake Ave. @ Delta Waters Rd.
   Crater Lake Avenue
   Jackson County
   Traffic Signals

   Same as No. 4.

7. Project withdrawn.

8. Project postponed.

9. Project postponed.

10. Washington State Line-Linn/Lane County Line
    Pacific Highway
    Multnomah, Washington and Clackamas Counties
    Signing

    Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Project withdrawn.

12. S.W. Farmington Rd. @ S.W. Murray Blvd.
    S.W. Farmington Road
    Washington County
    Grading, Paving, Signing and Signals

    Same as No. 4

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

November 26, 1985

RECEIVED
STATE HWY ENGR
NOV 29 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer To
File No

CHRIS BOWLES, City Engineer
City of Beaverton
4950 S.W. Hall Boulevard
Beaverton, OR 97005

Subject: Farmington Road at Murray Boulevard
IX-9064(4)

We have been granted a 60-day time extension by Fabricators, Inc., the low bidder on the subject project, as you requested so additional funding can be investigated. I assume that your efforts will be accomplished quickly so that we can receive your advance deposit before January 14, 1986. We do not intend to pursue any further extensions of the contractor's proposal.

We proceeded to bid opening on this project assuming that the City would provide the funding as agreed to in Agreement No. 8131.

Curt Duval, our location manager, advised the City in a letter dated August 28, 1985, that the estimated construction cost was $190,000. Had the City advised us at that time they were short of funds and had, in fact, budgeted only $20,000 for the project, we would not have advertised for bids. We do not knowingly allow a project to advance to this stage without being clear in all respects, including funding.

When we advertise for construction bids on a project, we are entering into a good faith agreement with the contracting industry. When we cannot award to a responsible bidder, we threaten our credibility and reputation with the contracting industry.

The City requested we review the traffic accident history at the Farmington/Murray intersection to determine if the project qualifies for any FHWA Title II funding. Our analysis of the accident data provided by your staff revealed that use of Title II funds could not be justified for the planned improvements.

On future projects, please advise Wayne Schulte, prior to our advertising for bids, of any conditions that may jeopardize awarding a contract to an acceptable and responsible bidder.

Continued . . . . .

Again, we request quick action on the advance deposit so that we may proceed with the project.

THEODORE A. SPENCE
Plan and Program Manager

TAS:po

cc: Larry Rulien
Gary Potter
E. L. Hardt
Bruce Warner

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

DATE: November 21, 1985

TO: Wayne Schulte, Metro Region
Federal Aid Specialist

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Farmington Road at Murray Blvd.
IX-9064(4)

We have requested and received a 60 day extension from Fabricators, Incorporated on the subject project as you requested. I presume that this time extension will allow the City adequate time to find additional funding so we can proceed to award.

The City has not been up front with us on this project. From all indications, the City had funds available, otherwise the project would not have been advertised for bids. The City agreed to provide all funds in excess of $125,000, which was approximately $92,400 at advertising. In fact, they had budgeted only $20,000.

We simply cannot conduct business in this fashion. When we advertise a project, we are indicating to a contractor that we have everything in order and, if his bid is acceptable, nothing will prevent awarding the contract.

We are threatening our credibility and reputation with the contracting community when we conduct business as we have on this project.

We need to advise the City of the seriousness of their breech of agreement and its implications. I have attached a draft letter that I suggest you use to respond to the City.

GEZ:GAP:pf
Attachment

cc: Larry Rulien
Ed Hardt

RECEIVED
STAT HWY ENGR
NOV 21 '85
REFER TO
FOR

10,17

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

November 20, 1985

Mr. Gary Zenner
Local Planning Program
Oregon State Highway Department
Transportation Building
Salem, OR 97310

Dear Sir:

Per the telephone request we recieved from your office this morning, we hereby consent to extend the award date for the S.W. Farmington Road at S.W. Murray Boulevard project for an additional sixty days.

Sincerely,

Roy L. Houck, III
Project Superintendent

slk

CC: D. L. Trout
Dave Hirte

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 2[illegible] 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

11-19-85
G

AGREEMENT #8131

FAI-X FUNDS LIMITED TO $125,000 – CITY WILL PROVIDE LOCAL MATCH AND ALL OTHER PROJECT COSTS.

ENGINEERS ESTIMATE TO SCHULTE 8-8-85

EST. CONST.	$189,411.07
EST PE	31,700.00
TOTAL EST. COST	$221,111.07
LESS FEDERAL FUNDS	(125,000.00)
CITY SHARE	$96,111.07
LESS CREDIT FOR PE BY CITY	(3,750.00)
BALANCE	$92,361.07

CONTRACTORS BID OCT. 24, 1985

BID AMOUNT	$187,194.50
ANTIC. ITEMS	7,111.00
4½% CONT.	8,743.75
9% ENGR.	17,487.50
TOTAL CONST. COST	$220,536.75
EST. P.E.	31,700.00
TOTAL EST. COST	$252,236.75
LESS FEDERAL FUNDS	(125,000.00)
CITY SHARE	$127,236.75
LESS CREDIT FOR PE BY CITY	(3,750.00)
CITY ADVANCE DEPOSIT	$123,486.75

ENGR'S ESTIMATE	$159,907.00
LOW BID	187,194.50
OVER EST.	$27,287.50
% OVER	17.1%

DIFF IN CITY SHARE

BASED ON ENGR. EST	$96,111.07
BASED ON LOW BID	127,236.75
	$31,125.68

TOTAL EST. COST	$252,236.75
LESS FED FAI-X	(125,000.00)
LESS CITY 15% MATCH	(22,058.00)
BALANCE SUBJECT TO TITLE II	$105,178.75
CITY MATCH IF TITLE II	$10,518
TOTAL CITY MATCH: 22,058 + 10,518 =	$32,576
LESS CREDIT FOR PE BY CITY	(3,750)
CITY ADV. DEP.	$28,826

19,147

78-57
-1915

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: November 15, 1985

Wayne Schulte

FROM: WAYNE SCHULTE
Federal Aid Specialist

SUBJECT: Farmington Road @ Murray Boulevard

Bid letting for this project occurred on October 24 with the low proposal offered by Fabricators, Inc., at $187,194. After adding costs for preliminary and construction engineering, anticipated items and contingencies, the total estimated cost for the project is $251,700.

As mentioned in the attached letter from Don Faris, Traffic Manager, City of Beaverton, the City requests we delay the bid award process due to their inability to fund the project at this time. Don states that they have a budget shortfall of $106,700, and that they need additional time to investigate other funding sources. He has indicated to me during phone conversations that they would like 60 days to pursue additional funds such as HES, for the project.

The Local Agency Agreement (MC&A #8131) specifies that Interstate Transfer funds will be limited to $125,000, and that all additional project costs will be the responsibility of the City.

Even though the Fabricators, Inc., bid was 9.6 percent over the most current bid comparison estimate, the City would like to pursue the contract award. We have advised them of the closeness of bids received from the second and third lowest bidders ($191,934 and $195,631 respectively) which shows the low bid is reasonable.

Please review the City's proposal and request a 60 day extension from the contractor covering his bid proposal.

po

cc: Gary Zehner

Attachment

Traud is handling

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 18 1985
REFER TO ~~Hawk - R/D~~
[✓ R/D] ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

BEAVERTON

November 7, 1985

Wayne Shulte
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Re: Farmington Road/Murray Blvd. Bid Award

Dear Wayne:

The City of Beaverton at this time cannot approve the bid award of the contract for Farmington/Murray Blvd. Intersection Signalization and Street Widening.

Our understanding of funding sources, project costs are as follows:

Oregon State estimate of project cost is:	$251,700
Estimate Contract Cost	176,000
Estimate Preliminary Engineering	31,700
Estimate Anticipated project cost	44,000
Total Estimated Engineering Costs	$251,700

Funding sources are:

Mt. Hood transfer funds	$125,000
Local match (City only)	126,700

The City Budget for this local match cost was only	$ 20,000
Local Match require	$126,700
City Budgeted	20,000
Project budget short by:	$106,700

The City understands that the low bid of $187,194 by Fabrications Inc. was 9.6% ($11,194) over the Engineering estimate of $176,000 which is not unrealistic.

The City hereby requests the State to delay the bid award until other sources can be investigated and obtained.

City of Beaverton • 4950 S.W. Hall Boulevard • Beaverton, Oregon 97005 • (503) 644-2191

If you have further questions regarding this matter, please call 644-2191, extension 273.

Very truly yours,

Donald R. Faris

Donald R. Faris
Traffic Manager

DF:ca

1106-DF-L:30a

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9064(4)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00027

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE
September 25, 1985

8. FEDERAL ROUTE NUMBER
FAU 9064

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
S. W. Farmington Rd. @ S. W. Murray Blvd. Section

11. GENERAL DESCRIPTION OF WORK
Channelization & Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 8-13-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 9-30-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $188,077; Federal Funds limited to $125,000..

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE
10/5/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hoesner

16. TITLE
For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

10,147

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

October 1, 1985

In Reply Refer To
File No.

CHRIS BOWLES, City Engineer
City of Beaverton
4950 S.W. Hall Boulevard
Beaverton, OR 97005

78-57
334-1905

Subject: Proposed Agreement
Project Name: Farmington Rd. @ Murray Blvd.
Funding: Interstate Transfer
City: Beaverton

Attached are three bound copies and one unbound information copy of a proposed agreement covering a change in responsibility for construction contract administrated from the City of the State.

Would you please review this with your staff and with other affected City personnel, and if it is satisfactory, arrange for an ordinance or resolution authorizing execution by the proper City officials. The bound, signed copies should be returned to me at this office along with a copy of the authorizing document. You may retain the information copy. Following final action by the Highway Division, you will be sent a fully executed copy for your records.

If you have any questions, please call.

Wayne Schulte

WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ed Marges

Attachments

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 3 1985
REFER TO ___
RVD ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

jc

OCN 21-6
Washington

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9064(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00027

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 25, 1985

8. FEDERAL ROUTE NUMBER FAU 9064

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
S. W. Farmington Rd. at S. W. Murray Blvd. Section

11. GENERAL DESCRIPTION OF WORK
Channelization and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – XXXXXXXXXXXXXXXXXXXXX
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-17-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $188,077; Federal Funds $125,000.

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 9/25/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

PROJECT NO.	SECTION	TEC ($)	FF ($)
BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

BEAVERTON

August 20, 1985

Wayne Schulte
Oregon Department of Transportation
9002 S.E. McLoughlin Boulevard
Milwaukie, OR 97222

Re: 334-1905 Dated 8-16-85

Dear Wayne:

Attached is a set of approved plans for the signal installation at S.W. Farmington and Murray Boulevard Project.

My correction is shown in red.

If you have further questions regarding this matter, please call 644-2191, extension 273.

Very truly yours,

Donald R Faris

Donald R. Faris
Traffic Manager

0820-DF-L:rn:30

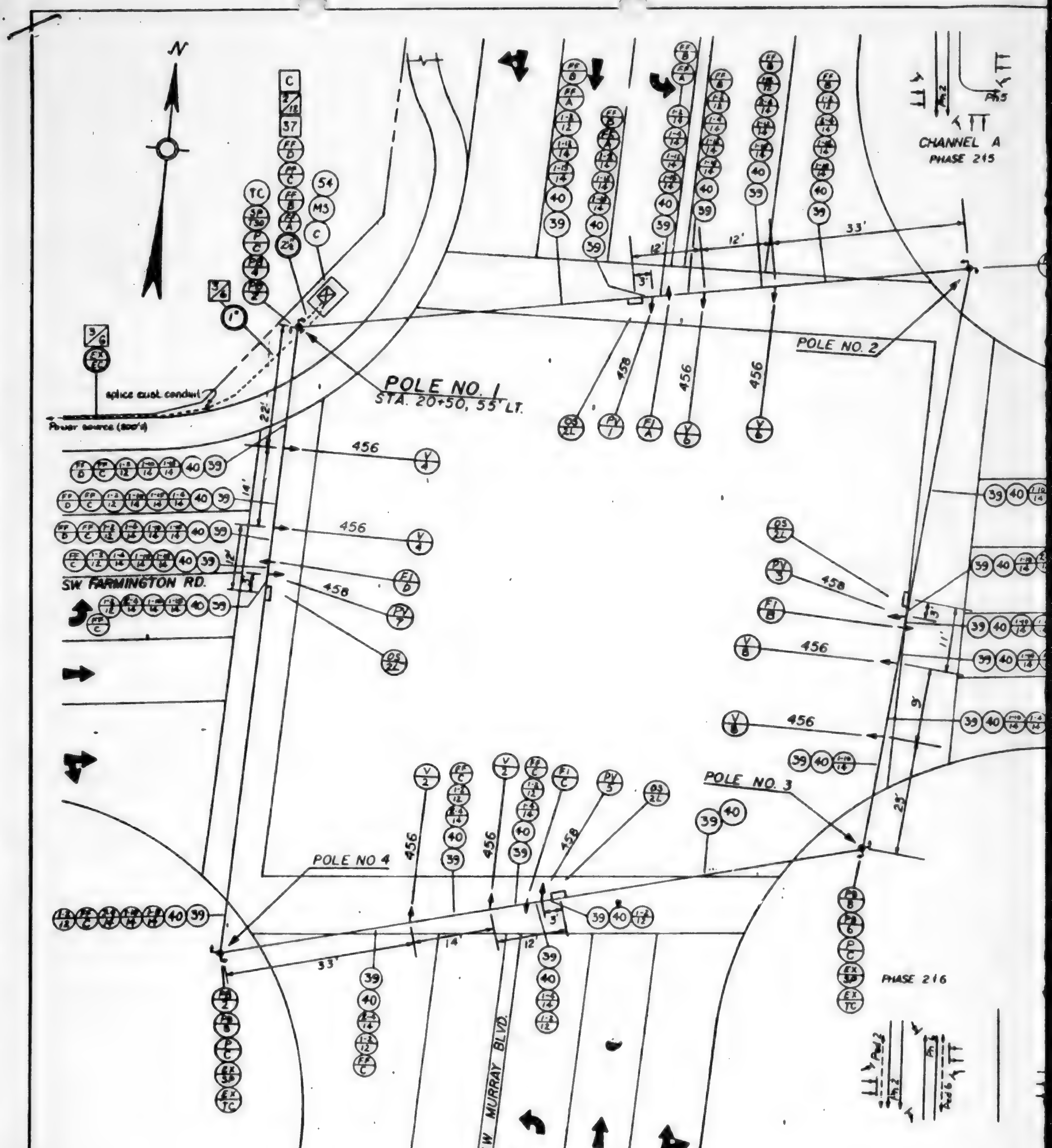
Attachment

cc w/plans: Traffic

signed by Don Faris
8-20-85
E

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT K PROGRAM UNIT ___
AUG 26 1985
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

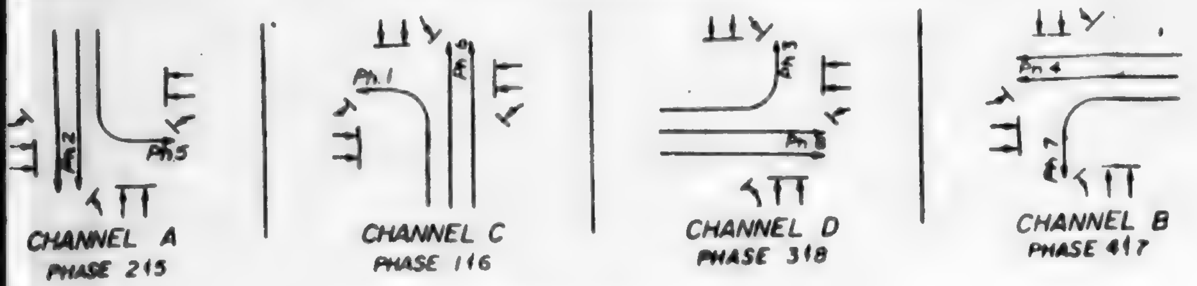
City of Beaverton • 4950 S.W. Hall Boulevard • Beaverton, Oregon 97005 • (503) 644-2191


N
POLE NO. 1
STA. 20+50, 55' LT.
POLE NO. 2
POLE NO. 3
POLE NO 4
SW. FARMINGTON RD.
S.W. MURRAY BLVD.
CHANNEL A
PHASE 215
PHASE 216
splice exist. conduit
Power source (800'±)
456
458
33'
12'
14'
22'
3'
9'
11'
25'
Ph 2
Ph 5
Ph 6
Ped 2
Ped 6
39
40
TC
54
MS
C
37

SW. FARMINGTON RD. AT SW. MURRAY BLVD. CITY OF BEAVERTON WASHINGTON COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9064 (2)		See Index

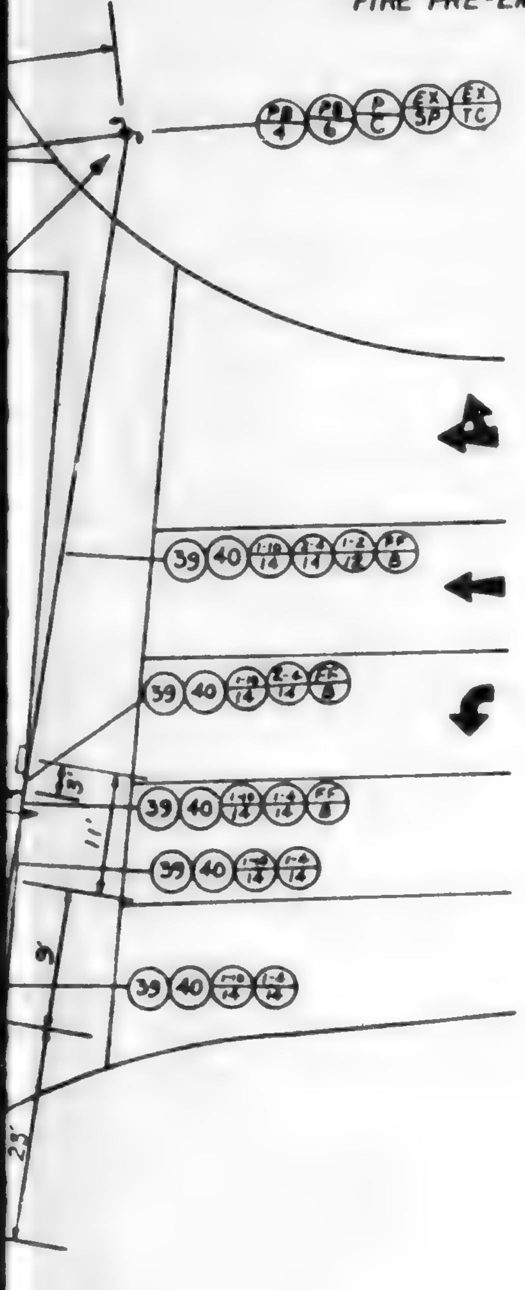
SIGNALIZATION PLAN

SCALE 0 10 20 40 FEET



Ph 2
Ph 5
CHANNEL A
PHASE 2+5
Ph 1
Ph 6
CHANNEL C
PHASE 1+6
Ph 3
Ph 8
CHANNEL D
PHASE 3+8
Ph 4
Ph 7
CHANNEL B
PHASE 4+7

FIRE PRE-EMPTION OPERATION

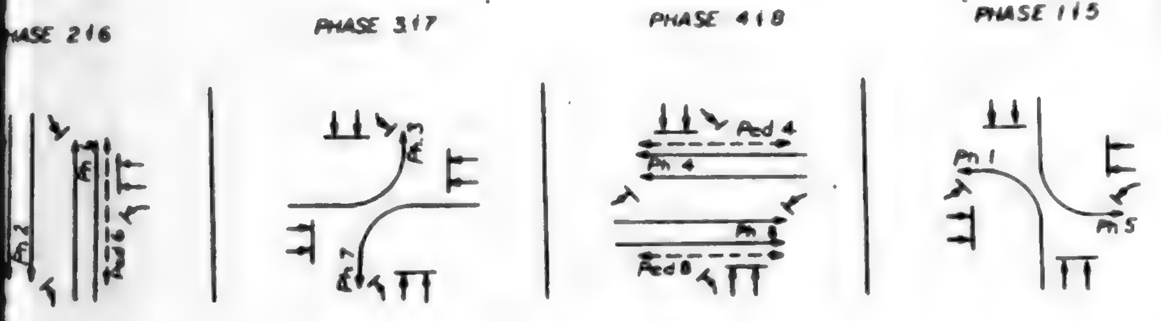


PB 4
PB 6
P C
EX SP
EX TC
39
40
1-10 14
2-4 14
1-2 12
FF B
39
40
1-10 14
2-4 14
FF B
39
40
1-10 14
1-2 14
FF B
39
40
1-10 14
1-4 14
39
40
1-10 14
1-4 14
3'
11'
9'
23'

LEGEND

C	Install Model 170 controller in Model 332 cabinet with cabinet foundation T.E.S. Drawing No. 2991
SP T30	Install S.P. (strain pole) T30 (standard height strain pole) T.E.S. Drawing No. 2991/40397 (Contractor shall furnish rebar cage and anchor bolts, Pole will be furnished by City of Beaverton)
P C	Install Type C modified pedestrian signal
PB PH	Install Phase (PH) pedestrian push button with instruction sign.
FX CH	Install Channel (CH) A, B, C, D fire pre-emption detector unit and (X) way of detection
MS	Install 120 volt meter base
54	Install service cabinet with 60 amp circuit breaker
PV PH	Install Phase (PH) programmed vehicle signal, 486 = 12" [illegible], 12"Y, 12" GLTA 31M T.E.S. Drawing No. 1488
DS 2L	Install interior illuminated "left turn signal" sign T.E.S. Drawing No. 1473
V PH	Install Phase (PH) vehicle signal, 486 = 12"R, 12"Y, 12"G.
EX SP	Maintain and protect existing strain pole
X-N G	Install (X) amount, (N) number of wires, (G) size of conductors in American Wire Gauge
S	Install (S) inch electrical conduit
N/G	Install (N) number of wires (G) size of conductors in American wire gauge
C	Install one No. 8 type THWN wire (signal system common)
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether wire T.E.S. Drawing No. 1470/1488
EX TC	Maintain and protect existing terminal cabinet
EX	Maintain and protect existing electrical conduit
FF Ch	Install channel (Ch) fire pre-emption detector feeder cable
TC	Install terminal cabinet
N	Install (N) No 14 type THWN wires

S = Size shown
Ph = Phase shown
X = Member shown
N = Number of conductors shown
Ch = Channel shown



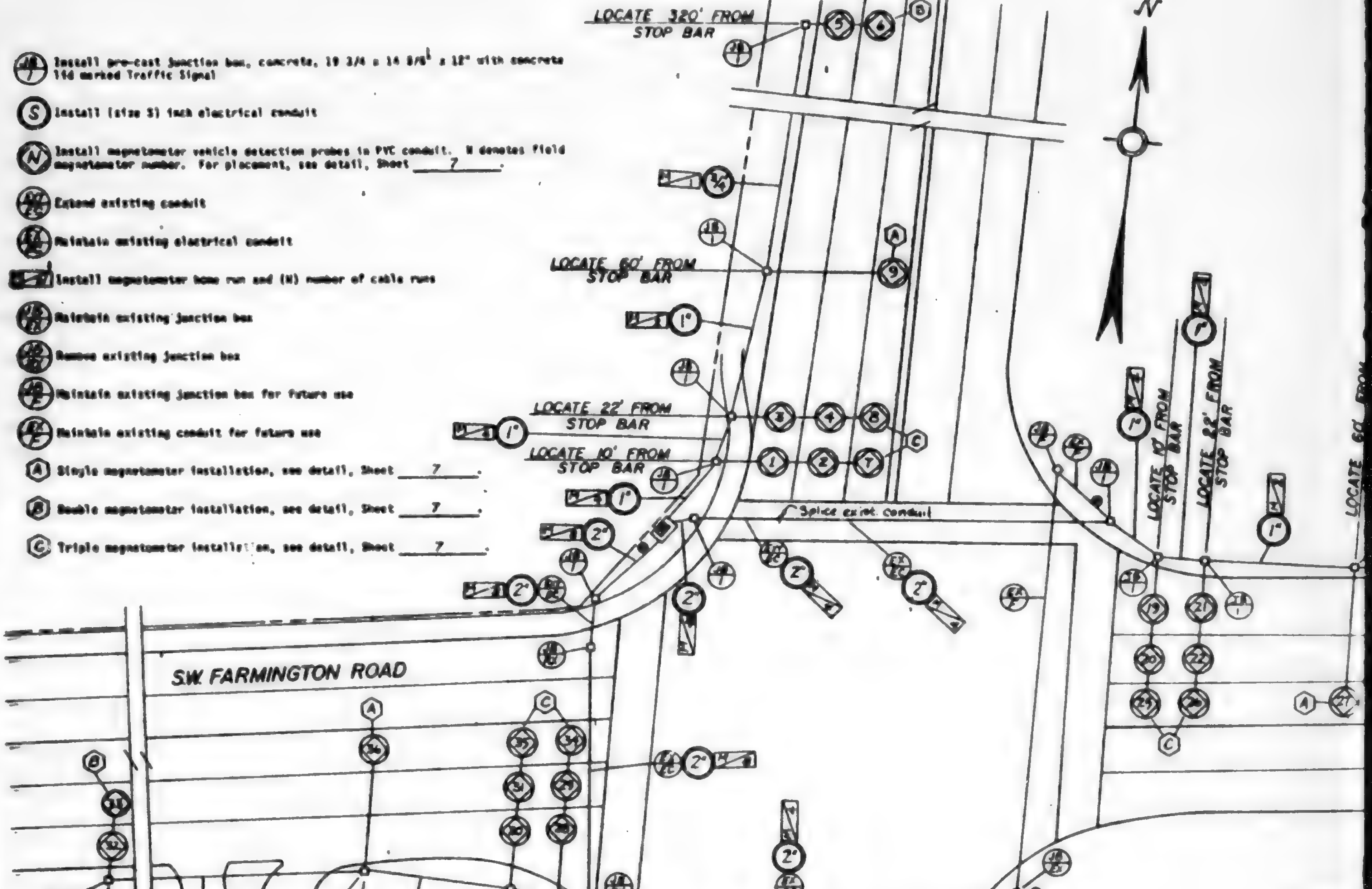
PHASE 2+6
Ph 2
Ped 6
Ph 6
PHASE 3+7
Ph 3
Ph 7
PHASE 4+8
Ped 4
Ph 4
Ph 8
Ped 8
PHASE 1+5
Ph 1
Ph 5

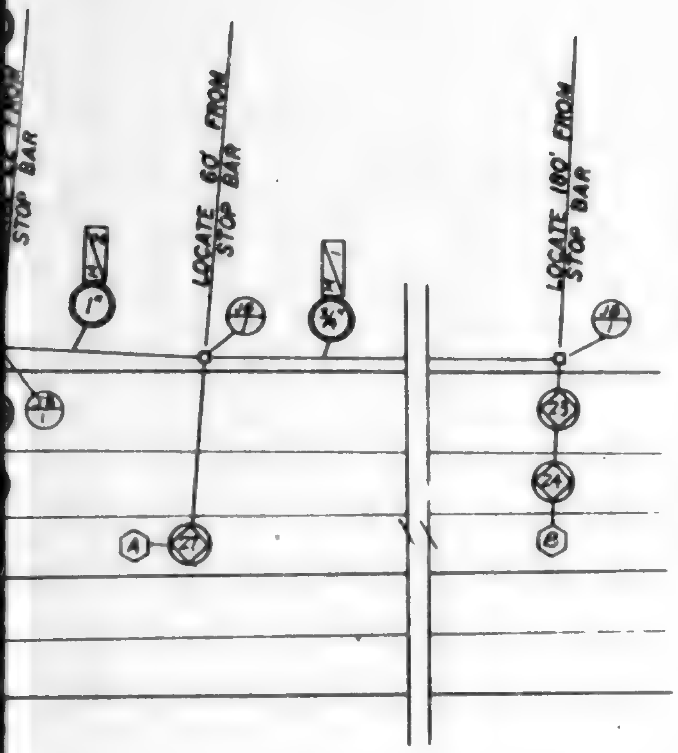
NORMAL PHASE ROTATION

PRELIMINARY
AUG 198
SUBJECT TO MUTUAL

8/1/85

DESIGNED BY: City
CHECKED BY: HR


Install pre-cast junction box, concrete, 19 3/4 x 14 3/8 x 12" with concrete lid marked Traffic Signal
Install (size S) inch electrical conduit
Install magnetometer vehicle detection probes in PVC conduit. N denotes field magnetometer number. For placement, see detail, Sheet 7.
Extend existing conduit
Maintain existing electrical conduit
Install magnetometer home run and (N) number of cable runs
Maintain existing junction box
Remove existing junction box
Maintain existing junction box for future use
Maintain existing conduit for future use
Single magnetometer installation, see detail, Sheet 7.
Double magnetometer installation, see detail, Sheet 7.
Triple magnetometer installation, see detail, Sheet 7.
N
LOCATE 320' FROM STOP BAR
LOCATE 60' FROM STOP BAR
LOCATE 22' FROM STOP BAR
LOCATE 10' FROM STOP BAR
Splice exist. conduit
SW. FARMINGTON ROAD
LOCATE 180' FROM STOP BAR
SW. MURRAY BLVD.
1"
2"
3/4"


STOP BAR
LOCATE 60' FROM STOP BAR
LOCATE 100' FROM STOP BAR
1"
23
24
27
A
B

S.W. FARMINGTON RD. AT S.W. MURRAY BLVD. CITY OF BEAVERTON WASHINGTON COUNTY				SHEET No.
				6
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	ix-9064 (2)		See Index

DETECTOR PLAN & REMOVAL PLAN

SCALE 0 20 40 60 FEET

Magnetometer Lead Length In Feet	Magnetometer To Junction Box In Feet	Field Magnetometer Number	Magnetometer Home Runs	Detection & Function Cabinet Detection 332
25'	15'	1		
35'	27'	2	1	Ph 2 Local
25'	12'	3		
35'	25'	4		
25'	8'	5	2	Ph 2 Advance
35'	19'	6		
45'	39'	7	3	Ph 5 Local
45'	37'	8		
45'	32'	9	4	Ph 5 Advance
25'	11'	10	5	Ph 6 Local
35'	23'	11		
25'	11'	12		
35'	23'	13		
25'	13'	14	6	Ph 6 Advance
35'	25'	15		
45'	36'	16	7	Ph 1 Local
45'	35'	17		
45'	36'	18	8	Ph 1 Advance
25'	13'	19		
35'	27'	20	9	Ph 4 Local
25'	12'	21		
35'	25'	22		
25'	9'	23	10	Ph 4 Advance
35'	23'	24		
45'	38'	25	11	Ph 7 Local
45'	37'	26		
45'	35'	27	12	Ph 7 Advance
25'	18'	28		
35'	30'	29	13	Ph 8 Local
25'	15'	30		
35'	27'	31		
25'	9'	32	14	Ph 8 Advance
35'	20'	33		
45'	41'	34	15	Ph 3 Local
45'	35'	35		
45'	32'	36	16	Ph 3 Advance

Controller Cabinet

S: Series connection in junction box

(Field check Lead Length in field after locating magnetometers with field analyzer)

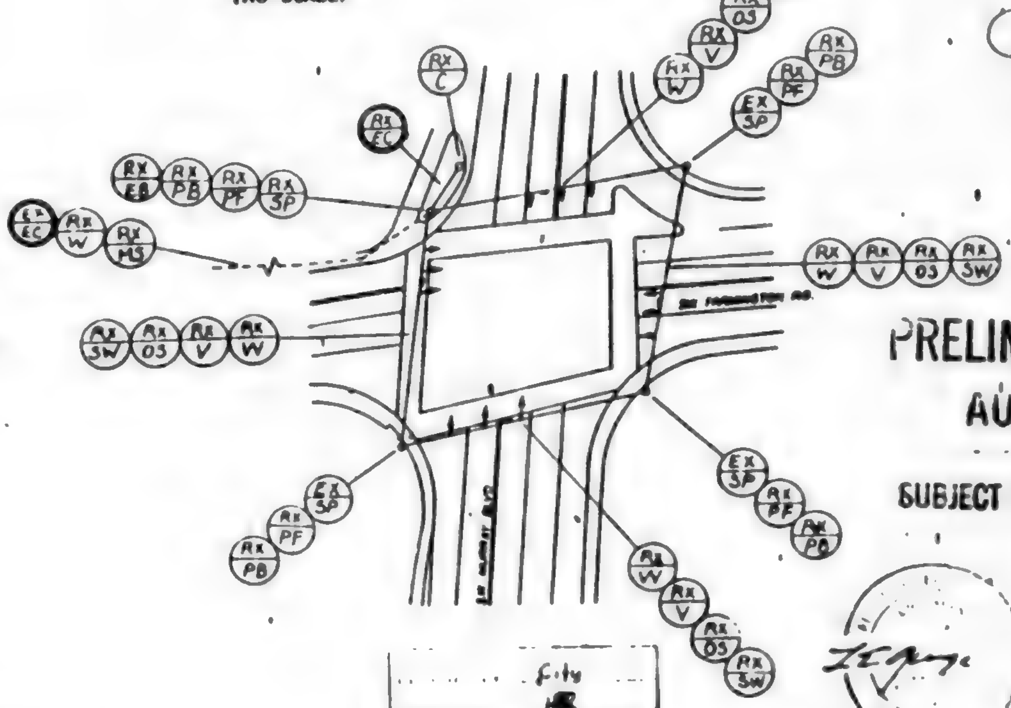
CITY CONCURRENCE

8/20/85

L E G E N D

RX/W	Remove existing wiring
RX/MS	Remove existing 120 volt meter base (m) power source)
RX/PF	Remove existing type F pedestrian signals and brackets
RX/PB	Remove existing pedestrian push buttons and signs
RX/EC	Remove existing electrical conduit and wiring
RX/SP	Remove existing strain pole.
RX/C	Remove existing model 911 controller in Model "P" cabinet
RX/W	Remove existing wiring
RX/V	Remove existing vehicle signals
RX/SW	Remove existing span wire
RX/IS	Remove existing interior illuminated sign
EX/SP	Maintain and protect existing strain pole
RX/SB	Remove existing strain pole base.
EX/EC	Maintain and protect existing conduit - see Signalization Plan

REMOVAL PLAN
(NO SCALE)


RX/SW
RX/OS
RX/V
RX/W
RX/PB
RX/PF
EX/SP
RX/C
RX/EC
RX/EB
RX/PB
RX/PF
RX/SP
EX/EC
RX/W
RX/MS
RX/W
RX/V
RX/OS
RX/SW
SW FARMINGTON RD.
RX/SW
RX/OS
RX/V
RX/W
EX/SP
RX/PF
RX/PB
EX/SP
RX/PF
RX/PB
SW MURRAY BLVD
RX/W
RX/V
RX/OS
RX/SW

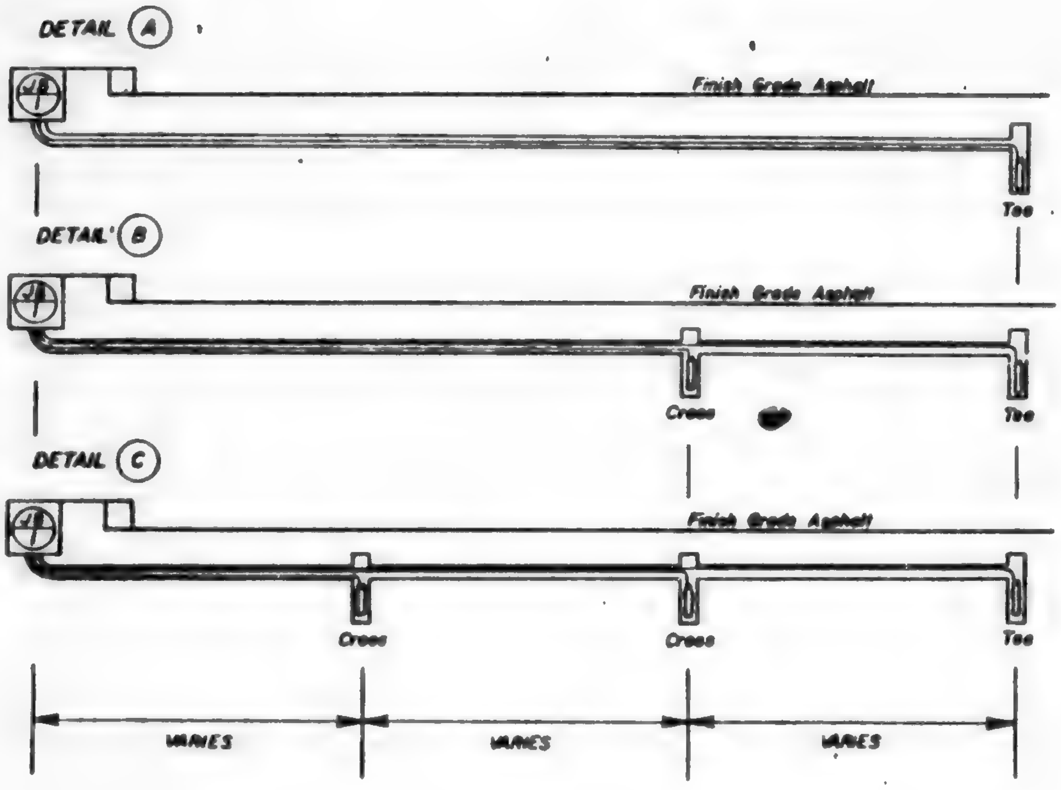
City

PRELIMINARY CO

AUG 7 1985

SUBJECT TO MUTUAL REVIE

8/7/85

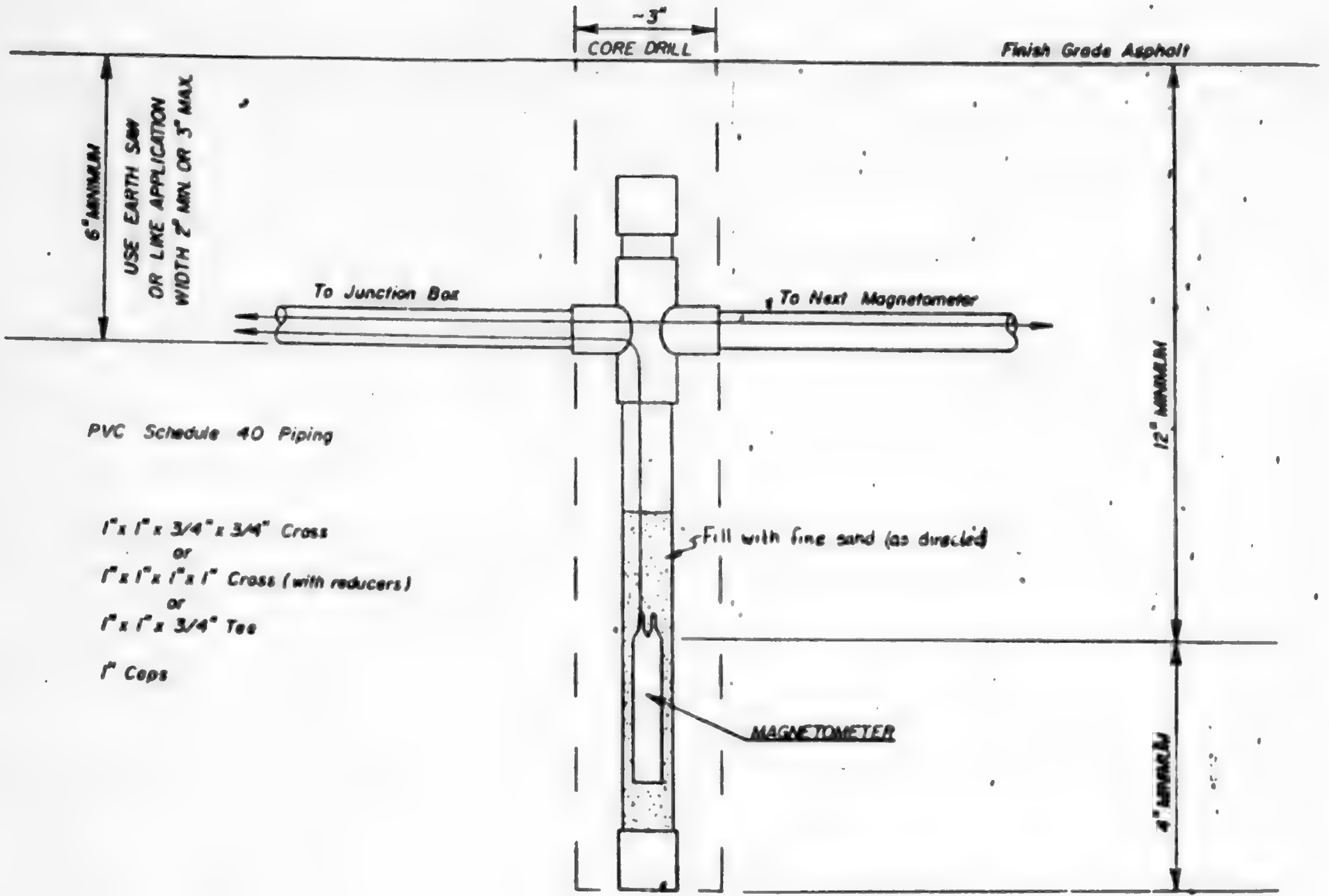

DETAIL A
Finish Grade Asphalt
JB
Tee
DETAIL B
Finish Grade Asphalt
JB
Cross
Tee
DETAIL C
Finish Grade Asphalt
JB
Cross
Cross
Tee
VARIES
VARIES
VARIES

MAGNETOMETER PLACEMENT DETAIL

(No Scale)

S.W. FARMINGTON RD. AT S.W. MURRAY BLVD. CITY OF BEAVERTON WASHINGTON COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9064 (2)		See Index

MAGNETOMETER DETAIL


~3"
CORE DRILL
Finish Grade Asphalt
6" MINIMUM
USE EARTH SAW OR LIKE APPLICATION WIDTH 2" MIN OR 3" MAX.
To Junction Box
To Next Magnetometer
12" MINIMUM
PVC Schedule 40 Piping
1" x 1" x 3/4" x 3/4" Cross
or
1" x 1" x 1" x 1" Cross (with reducers)
or
1" x 1" x 3/4" Tee
1" Caps
Fill with fine sand (as directed)
MAGNETOMETER
4" MINIMUM

MAGNETOMETER HOUSING DETAIL

(1/2 Scale)

CITY CONCURRENCE

8/20/85
DATE

PRELIMINARY COPY
AUG 7 1985
SUBJECT TO MUTUAL REVIEW

8/7/85

[illegible] City
[illegible] HR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 12, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 00027
Project No. IX-9064(4)
S.W. Farmington Rd. at S.W. Murray Blvd. Sec.
Farmington Highway
Washington County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project October 24, 1985.

Clearinghouse review conclusions were previously forwarded.

DRH:bkb
Attachments
cc: E.L. Hardt, Metro
Wayne Schulte, Metro
Gary Zehner, w/attach.
General Files

G

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPM CODE	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	PROJECT POST MI.	ITEM NO.	PROJECT LOCATION
OREGON	41	177	IX-	9064	(4)		00027	SR 208, 0.10 mi. E. of Beaverton WCL

CHARACTER OF PROPOSED WORK	CLASS OF FEDERAL FUNDS
Channelization & Traffic Signal	Interstate Transfer
	NAME OF URBAN AREA
	Portland

COUNTY NAME				CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Washington				067	10	ADT	15,800	1		8-12-85
ROUTE NO.	FEDERAL - AID	U M	STATE	U.S.			DHV			
U	9064		City St.	-----						

WORK					ESTIMATED PROJECT COST BY PHASES			
TYPE	TYPE OF IMPR.	SECTION	KEY ID NO. 02478	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City)
CONST SFTY Y031	(12) (12)	"S.W. Farmington Rd. at S.W. Murray Blvd. Sec."		0.00	190,000	125,000	----	65,000
PREPARED BY		DRH	PROJECT TOTALS	0.00	190,000	125,000	----	65,000

REMARKS

Additional Data: Item No. 00027; Project Nos. IX-HES-9064(2) & IX-9064(3).

Project Data: Work under this project consists of: 1) channelization requiring grade, drain and H-T pave to provide four 11 ft. travel lanes with 11 ft. left turn lane and 5 ft. minimum curbed bike lane on both sides; 2) install upgraded traffic signal; 3) adjust utilites as required; and 4) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-City Agreement No. 8131 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-4-84.

Note: Included in MSD TIP on Page 89, Index 183.

Section S.W. Farmington Rd. At S.W. Murray Blvd. Programming Estimate $ ______

Highway EAU 9064 (S.W. Farmington Rd.) Project Length 0.21 mile

County Washington Completion Time 90 C.D. after beginning on site work or June 30, 1986.

Kind of Work Grading, Paving, Signing & Signals Est. Comp. Date —

Prefix C 334-1705 Letting Date October 24, 1985 Project No. IX-9064(4)

Received 9:20 pm 8-8-85 CL

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ 159,907.00

Anticipated Additional Items:	
Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
x Permanent Pavement Striping	2,000.00
Temporary Pavement Striping	
x Remove Pavement Striping (Exist. & Temp.)	1,800.00
Temporary Erosion Control	
x State Furnished PROM & Program	700.00
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
x Signal Controller Testing & Turn-On	1675.00
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
x EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	800.00
______	
______	
Adjust Utilities:	
______	
______	
______	
______	

Total Anticipated Items $ 6,975.00

Subtotal $ 166,882.00

Contingencies (4-1/2%) . . . 7,509.69

Engineering (8, [✓ 9], 10%) . . . 15,019.38

Subtotal $ ______

Credit for ______ ______

Estimated Net Authorization, Construction . . . $ 189,411.07

APPROVED cc: Wayne Schulte

______
Road Design Engineer

Rec'd.
8-8-85
G

Rev. 7/85

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
S.W. Farmington Rd. At S.W. Murray Blvd.		Washington	1 OF 3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving, Signing & Signals		0.21 mile	8-6-85	McGill

COST ANALYSIS UNIT 8-2-85 SB

THIS ENGINEERING ESTIMATE IS PRICED FOR

LETTING 10-24-85

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	Lump Sum	7,000
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,000
	Temporary Signs		Sq. Ft.	300	8	2400
	Temporary Barricades		Each	8	70	560
	Flaggers		Hour	200	17	3400
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	1500
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1500
	General Excavation		Cu. Yd.	725	6	4350
	Trench Excavation		Cu. Yd.	80	15	1200
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	2000
	Furnishing and Placing Topsoil		Cu. Yd.	30	15	450
	3/4"-0 Aggregate Base		Ton	90	18	1620
	Cement Treated Base		Ton	1,070	20	21,400
	Class "C" Asphalt Concrete		Ton	560	45	25,200
	12-inch Storm Sewer Pipe		Lin. Ft.	582	15	8730
	Concrete Inlets, Type G-2		Each	6	500	3000

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.W. Farmington Rd. At S.W. Murray Blvd.		REFERENCE NAME/PHONE	COUNTY Washington	SHEET 2 OF 3
KIND OF WORK Grading, Paving, Signing & Signals	KEY NUMBER	LENGTH 0.21 mile	DATE 8-6-85	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Drainage Curbs		Lin. Ft.	990	3	2 970
	Geotextile Fabric in Stabilization		Sq. Yd.	1,050	1^{50}	1575
	Adjusting Manholes		Each	2	200	400
	Adjusting Boxes		Each	7	175	1225
	Single Mailbox Supports		Each	3	125	375
	Multiple Mailbox Supports		Each	4	150	600
	Mailbox Concrete Collars		Each	4	50	200
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	100
	Wood Sign Posts		Lump Sum	All	Lump Sum	360
	Signal Pole Mounts		Lump Sum	All	Lump Sum	460
	Type "C" and "D" Signs in Place		Sq. Ft.	35	12	420
	Type "U" Signs in Place		Sq. Ft.	40	18	720
	Move and Reinstall Existing Signs and Supports		Lump Sum	All	Lump Sum	600
	Thermoplastic Pavement Arrows		Each	8	150	1200
	Thermoplastic Pavement "ONLY"s		Each	4	100	400
	Thermoplastic Pavement Line		Sq. Ft.	1,035	2.50	$2,587^{50}$

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.W. Farmington Rd. At S.W. Murrey Blvd.		REFERENCE NAME/PHONE		COUNTY Washington	SHEET 3 OF 3
KIND OF WORK Grading, Paving, Signing & Signals	KEY NUMBER	LENGTH 0.21 mile	DATE 8-6-85	NAME McGill	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	39,400
	Fire Preemption System, Complete		Lump Sum	All	Lump Sum	6,100
	Model 170 Controller Equipment, Complete		Lump Sum	All	Lump Sum	10,000
	LANDSCAPING					
	Seeded Lawn		Sq. Yd.	335	$2^{\underline{70}}$	$904^{\underline{50}}$
						159,907

10,147

STATE OF OREGON **INTEROFFICE MEMO**

TO: Wayne Schulte
Federal Aid Specialist

DATE: June ~~26~~ 27, 1985

FROM: Theodore A. Spence
Plan and Program Manager

SUBJECT: FARMINGTON ROAD PROJECTS

As I indicated, John Gilliam raised a question about some confusion that seems to occur between the Farmington Road Corridor Project at Murray Blvd. and the Farmington Road Corridor Project TSM/185th to Lombard Avenue, in terms of project charges.

He pointed out to me that no funds had been obligated on the Farmington/Murray Blvd. Intersection, even though, for example, Ben Rathod has been working on this job.

His fear is that there may be confusion, because there is a duplication of the planning file number assigned to these jobs.

I indicated I thought there were different PCS numbers and charge numbers. However, I will confirm this or we will make the necessary corrections.

At the same time, John asked that we check the final voucher on the Hall Blvd. Corridor TSM/TV Highway to Scholls Ferry Road. Currently there is a reserve of $15,806 on the job, and he would like to move this money (if the job is final vouchered) to cover some overruns he has on other jobs such as Allen Blvd., etc.

TAS:cy

Tad:

Zehner's next Quarterly Rpt. will reflect P.E. obligation of $27,070 F.F. against Farm./Murray instead of 185th - Lombard. Charges for Farm./Murray split out by prefix (334-1905). Rathod is using correct prefix.

I advised John Gilliam of above and again asked that he or Don Faris provide us with a letter stating R/W charges for the TV Hwy. to Scholls Ferry job will not be submitted so a final voucher for the job can be prepared.

W. S
6/27/85

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUN 28 1985
REFER TO ____________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

[redacted]

10,147

[illegible] 2L10
[illegible] ton

September 7, 1984

City of Beaverton
City Hall
Beaverton, OR 97005

AGR 4-1

Attention: Vergie L. Ries
City Recorder, Pro Tem

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Farmington Road/Murray Boulevard Intersection.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

10,147

Washington

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

78-57
Washington Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02478

SECTION: Farmington Road @ Murray Boulevard

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 334-1905

DATE: 5-22-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT	*	25,000	918 LOCATION		500	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 31,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-7064(2)

LOCATION ENGINEER'S REMARKS

* Beaverton to perform preliminary and construction engineering. State to monitor.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards Kuehn RK
Terpin
3 Trout
Wakerlig

RECEIVED
SEP 28 1984
ROAD DESIGN SECTION

Do not File
Return to
Bring Up
Action

Monitor: Ron Kleinschmit

In MSD, TIP

PREPARED BY	DATE 4-27-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 6/21/84
RECOMMENDED, REGION ENGINEER X	DATE 4/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 6-20-84
RECOMMENDED, LOCATION ENGINEER X	DATE 6/5/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-13-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 · PROJECT REQUEST 78-57

SEE INSTRUCTIONS ON REVERSE

SECTION Farmington Road @ Murray Boulevard	KEY ID # 024[illegible]
	REGION Metro Region

STATE HIGHWAY # 142 0534	HIGHWAY NAME S.W. Farmington Road	MILE POST FROM 8.69 TO 8.8	LENGTH 1200'

☒ URBAN ☐ RURAL	CITY Beaverton	COUNTY Washington	ROAD STREET NAME S.W. Murray Boulevard
ROUTE # 10	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) City of Beaverton	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	N/A
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	N/A
ROADWAY	$ 100		STRUCTURES (✓)		RELOCATIONS (#)	N/A
STRUCTURES	$ 0		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 45 ~~25~~		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$ 0		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 2				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
Drainage	$ 6		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 61 ~~53~~		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 214 ~~186~~	WORK TYPE (1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	3	4
STRUCTURES (#)	-	-
SIGNALS (#)	1	1
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	22,600	29,000
YEAR OF AVERAGE DAILY TRAFFIC	1984	2000

DEFINE THE PROBLEM

The intersection has a capacity problem with limited queuing length west of S.W. Murray Blvd.

PROPOSED SOLUTION

To remove right-turn lane on east approach. Provide additiona westbound lane west of Murray. Provide 170 controller/cabinet

Provide longer queue area for eastbound traffic lanes.

SUBMITTED, REGION ENGINEER Edward V Hundt	DATE 4/30/84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

78-57

SEE INSTRUCTIONS ON REVERSE

KEY ID # 024[illegible]

SECTION Farmington Road @ Murray Boulevard

REGION Metro Region

PROJECT JUSTIFICATION

This project will provide increased intersection capacity in the following ways: the project will create long queuing lanes eastbound; create an additional westbound lane; provide controller replacement allowing better traffic phasing ability; provide sidewalk on north/west side intersection; provide additional street inlets; and, provide traffic detection which will create better, more and safer traffic movement through this intersection.

ADMINISTRATION RECOMMENDATION

PROJ MGR: R. KLEINSCHMIT

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

78-57

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02478

SECTION Farmington Road @ Murray Boulevard

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	C	STORM SEWER	C	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	C	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	C	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	A	OLD (#) 1	NEW (#) 1

RIGHT-OF-WAY				UTILITIES	(LIST BELOW)
ACQUISITIONS		RELOCATIONS		COMPANIES	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)	City of Beaverton water, san. sewer, storm sewer. PGE Gen. Tele. NW Nat. Gas	Storer Metro Cable TV
N	N	N	N		

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 40 mph	DESIGN STANDARDS OSHD/APWA/City

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
		A		6'			11'	11'	11'	11'				A		8'
	6'	A				12'	11'	12'	11'	12'		2'		A		8'

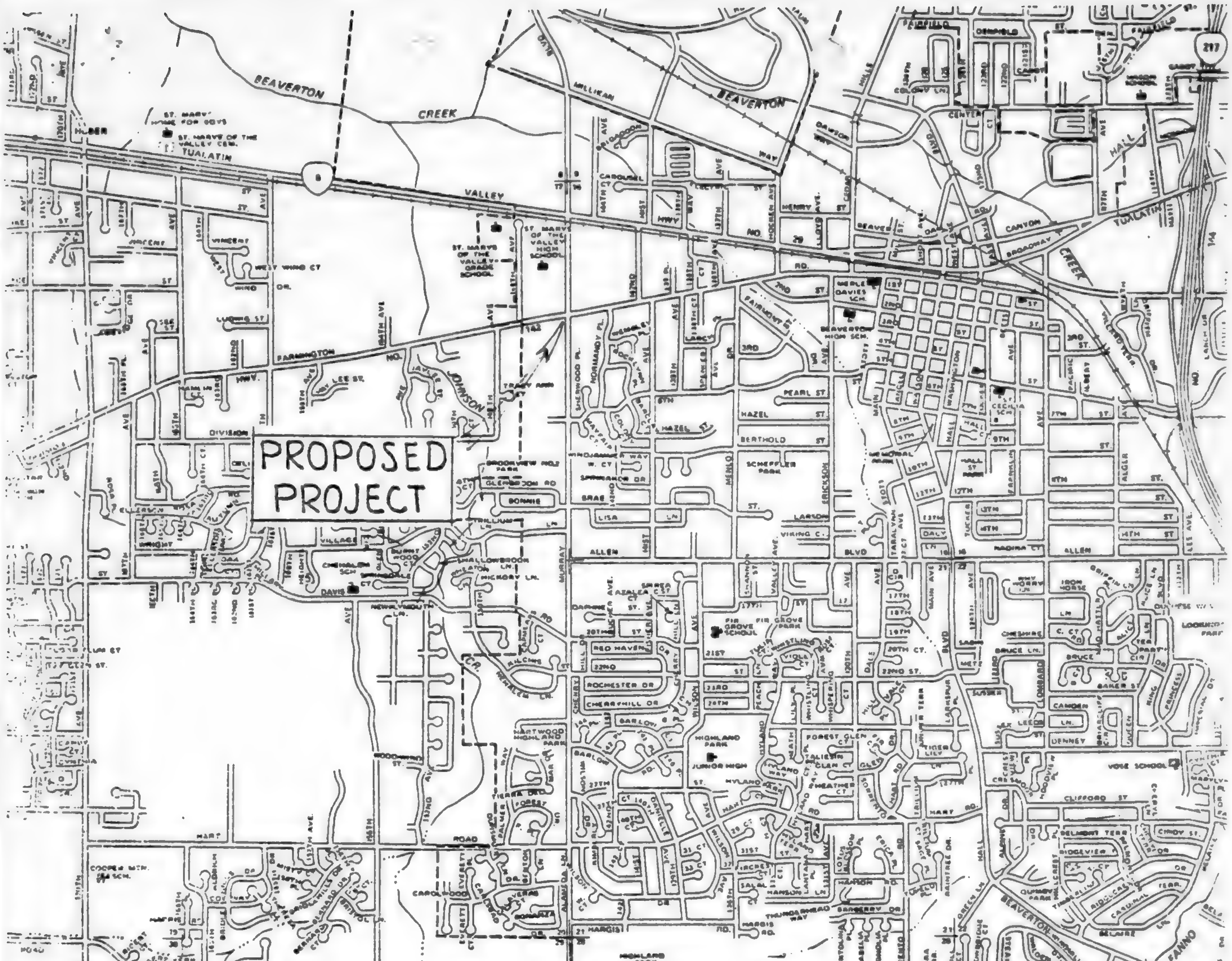
PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Existing asphalt	remove replace				
Asphalt	Overlay	3"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			


PROPOSED PROJECT
N
BEAVERTON CREEK
TUALATIN VALLEY HWY
FARMINGTON RD.
SEXTON MOUNTAIN
MURRAY BLVD
WEIR ROAD
HART ROAD
BEAVERTON-HILLSDALE HWY
CANYON RD
217

BEAVERTON
WASHINGTON COUNTY, OREGON

10,147
#125,000 Murra

134-1915
OLD FARM. IX-9064(2) FF 121,400 FF 103,190
HES 134-125 34,500- 31,050
1[illegible]

FF REQUIRED

P.E. 9064(2)	#103,190
CONST 9064(3) ([illegible])	107,430
TOT. FF	#210,620

TIP or UPDATE

PE	TIP	59,500	UPDATE	55420
CONST.	"	100,000	"	294,580
RESERVE	"	190,500		
		350,000		350,000

10,147

78-57

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: April 30, 1984

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Farmington Rd. @ Murray Blvd.
City of Beaverton

Here is our programming packet for intersection improvements at the intersection of Farmington Road and Murray Boulevard. Proposed funding is Interstate Transfer. The project appears in the MSD TIP under "Farmington Road Corridor TSM". The local agreement is currently being prepared.

The Metro Environmental Unit has identified this project as a Statewide Categorical Exclusion.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KLB;po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachments

NOTED
BOB DORAN

cc: LOC
FED AID
PCS
ENV

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 1 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST 78-57

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02478

SECTION Farmington Road @ Murray Boulevard	REGION Metro Region

STATE HIGHWAY # D2 0534	HIGHWAY NAME S.W. Farmington Road	MILE POST FROM 8.69 TO 8.8	LENGTH 1200'
☒ URBAN ☐ RURAL	CITY Beaverton	COUNTY Washington	ROAD/STREET NAME S.W. Murray Boulevard
ROUTE # 10	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) City of Beaverton	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	N/A
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	N/A
ROADWAY	$ 100		STRUCTURES (✓)		RELOCATIONS (#)	N/A
STRUCTURES	$ 0		SIGNING (✓)	X	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 25		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$ 0		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 2				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
Drainage	$ 6		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 53		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 186	WORK TYPE (1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	3	4
STRUCTURES (#)	-	-
SIGNALS (#)	1	1
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	22,600	29,000
YEAR OF AVERAGE DAILY TRAFFIC	1984	2000

DEFINE THE PROBLEM

The intersection has a capacity problem with limited queuing length west of S.W. Murray Blvd.

PROPOSED SOLUTION

To remove right-turn lane on east approach. Provide additional westbound lane west of Murray. Provide 170 controller/cabinet. Provide longer queue area for eastbound traffic lanes.

REQUESTED REGION ENGINEER	DATE 4/30/84			
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

78-57

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02478

SECTION Farmington Road @ Murray Boulevard

REGION Metro Region

PROJECT JUSTIFICATION

This project will provide increased intersection capacity in the following ways: the project will create long queuing lanes eastbound; create an additional westbound lane; provide controller replacement allowing better traffic phasing ability; provide sidewalk on north/west side intersection; provide additional street inlets; and, provide traffic detection which will create better, more and safer traffic movement through this intersection.

ADMINISTRATION RECOMMENDATION

[illegible]

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

78-57

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02478

SECTION: Farmington Road @ Murray Boulevard

REGION: Metro Region

LETTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	C	STORM SEWER	C	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	C	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	C	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 1	NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N	N	N	N

UTILITIES (LIST BELOW)

COMPANIES
City of Beaverton water, san. sewer, storm sewer.
PGE
Gen. Tele.
NW Nat. Gas
Storer Metro Cable TV

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 40 mph

DESIGN STANDARDS: OSHD/APWA/City

TYPICAL SECTION

BIKE PATH	SIDEWALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDEWALK	BIKE PATH
EXISTING																
		A		6'			11'	11'	11'	11'				A		8'
	6'	A				12'	11'	12'	11'	12'		2'		A		8'

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Existing asphalt	remove replace				
Asphalt	Overlay	3"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

02460

SECTION
Farmington Rd @ Murray Blvd.

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

NONE

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

WILL IMPROVE TRAFFIC SAFTY AND LEVEL OF SERVICE AT THIS INTERSECTION.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

[illegible]

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

78-57

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02478

SECTION: Farmington Road @ Murray Boulevard

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO.:

PREFIX:

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	-		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	25,000*		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	-	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	-	
910 REGION GEOLOGIST	200		924 D.O.T.			955 R/W RELOC. ASSISTANCE	-	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	-		980 PUBLIC HEARING	-	
913 RIGHT-OF-WAY LIAISON	-		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER:

LOCATION ENGINEER'S REMARKS

* Beaverton to perform preliminary and construction engineering. State to monitor.

Monitor: Ron Kleinschmit

PREPARED BY	DATE 4-27-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 4/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734 1914 (7-82)

[illegible]

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Washington Co.

KEY ID#

SECTION: SW 185th - SW Murray Blvd. (Farmington Hwy.)

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.: 5 rev.

PREFIX: 134-1915

DATE: 4-5-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 60,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT		300	916 PHOTO-GRAMMETRY		100	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		210
905 FINAL DESIGN		15,000	920 PROGRAM MANAGEMENT		600	937 HYDRAULICS		
906 BRIDGE DESIGN		400	921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		330
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		400	923 ENVIRONMENTAL SECTION		2,900	950 TRAINING		350
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		32,300	925 AIR MONITORING		10	960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		2,500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES		300			

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX - 9064(2)

TOTALS	$	$ 121,400
PREVIOUS AUTHORIZATION		$ 65,200
ADD. AUTH. REQUIRED		$ 56,200

LOCATION ENGINEER'S REMARKS

Additional funds are needed on this project because more work is required at the intersection of 185th & Farmington as well as adding the intersection of Farmington & Kinnaman to Unit 1.

Corrected Cost distributions 5-22-84

"BRING UP"

PREPARED BY Norman S. Davis	DATE 4-5-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/9/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-6-84
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 4/5/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1985 NW St. Helens Rd.-NW Nico-10,148
lai St. (Portl) Sec. NW Yeon Ave.
(Gr, pv, sign, sig, ldsc. & bldg.) ■

C+A	8470	1-21-86
RR	1205	9-17-85
	1196	9-24-85 10-7-85 12-3-85 7-11-86 7-17-86 6-3-87

Oregon

DEPARTMENT OF
TRANSPORTATION

June 24, 1993

ROBERT G. CLOUR
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
THE EQUITABLE CENTER, SUITE 100
530 CENTER STREET N.E.
SALEM, OREGON 97301

FILE CODE:
PRO

SUBJECT: PROGRAM DATA CHANGE

PROJECT NO: IX-1(38)

SECTION : N.W. ST. HELENS ROAD-N.W. NICOLAI ST. (PORTLAND)

HIGHWAY : LOWER COLUMBIA RIVER

COUNTY : MULTNOMAH

DEAR MR. CLOUR:

I REQUEST YOUR APPROVAL OF A PROGRAM DATA CHANGE TO RELEASE FEDERAL FUNDS (APPN 178) FOR USE ON OTHER PROJECTS. THE ADJUSTED PRELIMINARY ENGINEERING COSTS ARE $ 11,693,819.00 WITH FEDERAL FUNDS OF $ 9,939,745.00.

APPROVAL OF THIS REQUEST WILL INVOLVE REVISIONS IN FINANCING AS INDICATED ON THE ENCLOSED COPIES OF MODIFICATION OF PROJECT AGREEMENT (PR-2A), AND REVISED PROJECT AGREEMENT ESTIMATE.

SINCERELY,

CAM GILMOUR, MANAGER
PROGRAM SECTION

DDB:ddb
ATTACHMENT'S

cc: MARTY ANDERSEN, REGION 1 FEDERAL-AID SPECIALIST
MICHELE THOM, REGION 1 FEDERAL-AID
MIKE SHULTZ, PROGRAM SECTION
DAN ANDERSON, OFFICE OF OPERATIONS
GENERAL FILES
PROJECT FILE

734-3122 (1-93)

Transportation Building
Salem, OR 97310

10, 1-1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION 7-7 PROJECT REPORT NUMBER	DEPARTMENT OF TRANSPORTATION **MODIFICATION OF FEDERAL - AID PROJECT AGREEMENT AND APPROVAL / AUTHORIZATION**	STATE OREGON
MODIFICATION NUMBER 4	FEDERAL HIGHWAY ADMINISTRATION 7-12-93	COUNTY MULTNOMAH PROJECT NO. IX-1(38)

SECTION NAME

N.W. ST. HELENS ROAD-N.W. NICOLAI STREET (PORTLAND)

The project agreement for the above referenced project entered into between the undersigned parties and executed by the Division Administrator on DECEMBER 10, 1985 is hereby modified as follows:

	FORMER AMOUNT	REVISED AMOUNT	APPN. CODE
ESTIMATED TOTAL COST OF PROJECT	$11,824,408.00	$11,693,819.00	
FEDERAL FUNDS	$1,974,107.00	$1,974,107.00	177
	$8,076,638.00	$7,965,638.00	178

THIS MODIFICATION IS MADE FOR THE FOLLOWING REASONS:

TO RELEASE FUNDS FOR USE ON OTHER PROJECTS.

PROJECT CLASSIFICATION OR PHASE OR WORK	EFFECTIVE DATE OF APPROVAL AND OR AUTHORIZATION
PRELIMINARY ENGINEERING	
RIGHTS - OF - WAY	
CONSTRUCTION	JUN 30 1993
OTHER (SPECIFY)	

REMARKS

[illegible] JUL 12 1993

ALL OTHER TERMS AND CONDITIONS OF THE PROJECT AGREEMENT WILL REMAIN IN FULL FORCE AND EFFECT.

OREGON DEPARTMENT OF TRANSPORTATION (Official Name of Highway Agency)	**U. S. DEPARTMENT OF TRANSPORTATION** FEDERAL HIGHWAY ADMINISTRATION
By ______ (SIGNATURE OF AUTHORIZED OFFICIAL) FOR: PROGRAM SECTION MANAGER	By ______ (SIGNATURE OF AUTHORIZED OFFICIAL) FOR: Division Administrator Date executed JUL 12 1993

PR - 2A (OREGON REVISION 2-91)

ODOT - TECHNICAL SERVICES
SALEM, OREGON
June 24, 1993

FEDERAL-AID PROJECT NO.: IX-1(38)

SECTION : N.W. ST. HELENS ROAD-N. W. NICOLAI ST. (PORTLAND)

HIGHWAY : LOWER COLUMBIA RIVER

COUNTY : MULTNOMAH

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
IMPROVEMENT CODE: 04
ROADWORK (STA. 496+29.99 TO 603+60)

SUBTOTAL AS OF 11/17/92		$ 11,535,846.00
LUMP SUM DEOBLIGATION	(-)	$(130,589.00)
	TOTAL I000	$ 11,405,257.00

TYPE CODE Y031
TRAFFIC SIGNALS (4 LOCATIONS)

TOTAL AS OF 11/17/92	$ 288,562.00

LENGTH OF ROADWAY - - - - 2.03 MILES

TOTAL PROJECT COSTS $ 11,693,819.00

SUMMARY OF FUNDS (85.00%)

APPN	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
177	$ 2,322,480.00	$ 1,974,107.00	$ 348,373.00
178"	$ 9,371,339.00	$ 7,965,638.00	$ 1,405,701.00
TOTAL	**$ 11,693,819.00**	**$ 9,939,745.00**	**$ 1,754,074.00**

CONTRACT NO. 10,148

E.A. NO. C10148
AGR. NO. F03860

DDB:ddb

10,1[illegible]

TO BE COMPLETED BY FHWA	DEPARTMENT TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
MONTHLY TRANSACTION 11-54		COUNTY MULTNOMAH
PROJECT REPORT NUMBER		PROJECT NO. IX-1(38)
MODIFICATION NUMBER 3		

MODIFICATION OF FEDERAL - AID PROJECT AGREEMENT AND APPROVAL / AUTHORIZATION

11-[illegible]

SECTION NAME

N.W. ST. HELENS ROAD-N.W. NICOLAI STREET (PORTLAND)

The project agreement for the above referenced project entered into between the undersigned parties and executed by the Division Administrator on DECEMBER 10, 1985 is hereby modified as follows:

	FORMER AMOUNT	REVISED AMOUNT	APPN. CODE
ESTIMATED TOTAL COST OF PROJECT	$11,581,451.00	$11,824,408.00	
FEDERAL FUNDS	$1,974,107.00	$1,974,107.00	177
	$7,870,125.00	$8,076,638.00	178

THIS MODIFICATION IS MADE FOR THE FOLLOWING REASONS:

TO INCLUDE APPROVED INCREASE IN CONSTRUCTION AND CONSTRUCTION ENGINEERING COSTS.

PROJECT CLASSIFICATION OR PHASE OR WORK	EFFECTIVE DATE OF APPROVAL AND OR AUTHORIZATION
PRELIMINARY ENGINEERING	
RIGHTS - OF - WAY	
CONSTRUCTION	
OTHER (SPECIFY)	

REMARKS

FUNDS AVAILABLE
DATE NOV 25 1992

ALL OTHER TERMS AND CONDITIONS OF THE PROJECT AGREEMENT WILL REMAIN IN FULL FORCE AND EFFECT.

OREGON DEPARTMENT OF TRANSPORTATION (Official Name of Highway Agency)	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By Donald A	By John H Gernhauser
(SIGNATURE OF AUTHORIZED OFFICIAL) FOR: PROGRAM SECTION MANAGER	(SIGNATURE OF AUTHORIZED OFFICIAL) FOR: Division Administrator
	Date executed NOV 25 1992

PR - 2A (OREGON REVISION 2-91)

ODOT - TECHNICAL SERVICES BRANCH
SALEM, OREGON
November 17, 1992

FEDERAL-AID PROJECT NO.: IX-1(38)

SECTION : N.W. ST. HELENS ROAD-N.W. NICOLAI ST.(PORTLAND)
HIGHWAY : LOWER COLUMBIA RIVER
COUNTY : MULTNOMAH

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
IMPROVEMENT CODE: 04
ROADWORK (STA. 496+29.99 TO STA. 603+60)

SUBTOTAL AS ON EST OF 4/21/92	$ 11,309,658.00
LUMP SUM OBLIGATION (SEE ATTACHED SHEETS)	$ 198,688.00
CENG	$ 27,500.00
TOTAL I000	$ 11,535,846.00

TYPE CODE Y031
TRAFFIC SIGNALS (4 LOCATIONS)

SUBTOTAL AS ON EST OF 4/21/92	$ 271,793.00
LUMP SUM OBLIGATION (SEE ATTACHED SHEETS)	$ 16,769.00
TOTAL Y031	$ 288,562.00

TOTAL PROJECT COST $ 11,824,408.00

LENGTH OF ROADWAY - - - 2.03 MILES

SUMMARY OF FUNDS (85.00%)

APPN	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
177	$ 2,322,480.00	$ 1,974,107.00	$ 348,373.00
178	$ 9,501,928.00	$ 8,076,638.00	$ 1,425,290.00
TOTAL	$ 11,824,408.00	$ 10,050,745.00	$ 1,773,663.00

CONTRACT NO. 10,148

E.A. NO. C10148
AGR. NO. F03860

DDB:ddb

10,149

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-29	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 1		Project Number IX-1(38)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 11,891,976	$ 11,911,451	
Federal funds	$ 2,238,053	$ 2,254,606	(177)
	7,870,125	7,870,125	(178)
Other revisions			

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of DE , 19 87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmour

Manager, Program Section
(Title)

~~By~~ XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 21, 1987

FEDERAL AID PROJECT NO. IX-1(38)

N.W. ST. HELENS RD.-N.W. NICOLAI ST. (PORTLAND) SECTION
LOWER COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 496+29.99 TO 603+60)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	SF	$ 9.90	620	$ 6,138.00	1,038.98	$ 10,286.00
Temporary Barricades	EA	300.00	76	22,800.00	88	26,400.00
Stripe Removal	LF	0.65	15,000	9,750.00	26,604.61	17,293.00
Removal of Inlets	EA	80.00	65	5,200.00	70	5,600.00
Trench Excavation	CY	4.20	26,185	109,977.00	27,085.95	113,761.00
				$153,865.00		$173,340.00

Total Increase	$ 19,475.00
Subtotal as on estimate of December 6, 1985	9,871,626.30
Subtotal	$9,871,626.30

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	$ 51,300.00
Permanent Pavement Striping	All Required	16,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required	1,000.00
On-the-job Trainees ($0.80 x 4,000 hrs.)	All Required	3,200.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	50,526.10
Bonus for Statistical A.C. Mix	All Required	26,000.00
Survey Monumentation	All Required	11,000.00
Community Liaison	All Required	100,000.00
Connecting Existing Storm Sewers	All Required	25,000.00
Illumination	All Required	54,000.00
Specimen Trees By City	All Required	1,600.00

Water Meters for Irrigation	All Required	17,000.00
Water & Electricity for Landscape	All Required	800.00
Trench Backfill	All Required	100,000.00
		$ 457,426.10
	Subtotal	$10,348,527.40
	Engineering	1,291,130.60
	Total	$11,639,658.00

TYPE CODE Y031
TRAFFIC SIGNALS (4 LOCATIONS)

Total as on estimate of 12/6/85, including engr.	$ 271,793.00

Length of Roadway	2.03 miles
Cost of Roadway Per Mile	$ 5,724,228.07

SUMMARY OF FUNDS (85%)

Description	Appn Code	Sub. Job	Total Cost	Federal Funds	State Funds
Roadway	178	011	$ 9,258,973.00	$ 7,870,125.00	$ 1,388,848.00
Roadway	177	031	2,380,685.00	2,023,582.00	357,103.00
Signals			271,793.00	~~10,124,731.00~~ 231,024.00	40,769.00
Total			$11,911,451.00	$10,124,731.00	$ 1,786,720.00

Note: Utilities and railroad adjustments are under project No. IX-0000(20).

Sub. Job 010: 0%; Sub. Job 011: 98%; Sub. Job 080 = 0%; Sub. Job 081 = 2%
Contract No. 10,148
Prefix: C026-1924 (P.E.)
Prefix: C10148

DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE: OREGON
COUNTY: MULTNOMAH
PROJECT NO.: IX-1(38)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.W. St. Helens Rd.-N.W. Nicolai St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-16-85	2.032

OTHER *(Specify)*

FUNDS: PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,891,976.00	$ 10,108,178.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ____________
Manager, Program Section
(Title)
XX FOR: Larry Rulien
State Highway Engineer
(Title)
By ____________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator: DEC 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

[illegible]

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 6, 1985

FEDERAL AID PROJECT NO. IX-1(38)

N.W. ST. HELENS RD.-N.W. NICOLAI ST. (PORTLAND) SECTION
LOWER COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 496+29.99 to Sta. 603+60)

Mobilization	Lump Sum	All	Lump Sum	$ 462,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	80,000.00
Temporary Signs	Sq. Ft.	620	9.90	6,138.00
Temporary Barricades	Each	76	300.00	22,800.00
Temporary Plastic Safety Markers	Each	70	48.00	3,360.00
Temporary Bi-Directional Yellow Type I Markers	Each	400	3.90	1,560.00
Temporary Striping	Lin. Ft.	50,000	0.16	8,000.00
Strip Removal	Lin. Ft.	15,000	0.65	9,750.00
Flaggers	Hour	4,500	25.00	112,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	59,000.00
Removal of Inlets	Each	65	80.00	5,200.00
Removal of Railroad Track and Ties (12,000 L.F.)	Lump Sum	All	Lump Sum	38,300.00
Filling Pipes 18" and larger and Manholes	Cu. Yd.	3,000	27.00	81,000.00
General Excavation	Cu. Yd.	59,348	5.60	332,348.80
Trench Excavation	Cu. Yd.	26,185	4.20	109,977.00
Finishing Roadbed and Slopes (including Subballast)	Lump Sum	All	Lump Sum	75,000.00
Furnishing and Placing Topsoil	Cu. Yd.	715	18.00	12,870.00
Watering	M-Gal.	250	45.50	11,375.00
Structure Excavation	Cu. Yd.	800	17.00	13,600.00
Special Wall Backfill	Cu. Yd.	1,000	10.05	10,050.00
Treated Base Mixture	Ton	64,500	11.90	767,550.00
Cement in Treated Base Mixture	Ton	3,225	71.00	228,975.00
Aggregate Base	Ton	15,500	10.70	165,850.00
Class "B" Asphalt Concrete Mixture	Ton	39,000	19.50	760,500.00
Asphalt Cement in Mixture	Ton	2,145	205.00	439,725.00
Asphalt in Tack Coat	Ton	60	370.00	22,200.00
Concrete in Walls	Cu. Yd.	1,166	220.00	256,520.00
8-inch Storm Sewer Pipe	Lin. Ft.	54	14.90	804.60
12-inch Storm Sewer Pipe	Lin. Ft.	9,963	23.10	230,145.30
15-inch Storm Sewer Pipe	Lin. Ft.	1,485	25.80	38,313.00
18-inch Storm Sewer Pipe	Lin. Ft.	1,871	31.90	59,684.90
21-inch Storm Sewer Pipe	Lin. Ft.	1,115	39.60	44,154.00
24-inch Storm Sewer Pipe	Lin. Ft.	1,229	52.20	64,153.80

27-inch Storm Sewer Pipe	Lin. Ft.	886	56.00	49,616.00
30-inch Storm Sewer Pipe	Lin. Ft.	1,391	63.50	88,328.50
36-inch Storm Sewer Pipe	Lin. Ft.	386	75.25	29,046.50
42-inch Storm Sewer Pipe	Lin. Ft.	304	112.50	34,200.00
48-inch Storm Sewer Pipe	Lin. Ft.	893	125.00	111,625.00
72-inch Storm Sewer Pipe	Lin. Ft.	1,330	625.00	831,250.00
Extra for Pipe Under Pavement	Lin. Ft.	6,485	17.00	110,245.00
Installating 72-inch Pipe under Railroad	Lin. Ft.	615	699.50	430,192.50
Bedding Material	Cu. Yd.	3,340	14.00	46,760.00
Portland Cement Concrete in Sewers	Cu. Yd.	100	94.10	9,410.00
Foundation Fill	Cu. Yd.	3,000	11.80	35,400.00
6-inch Drain Pipe	Lin. Ft.	18,000	8.00	144,000.00
Gravel in Drains	Cu. Yd.	1,000	13.20	13,200.00
Concrete Manholes	Each	35	2,450.00	85,750.00
Special Manholes	Each	9	5,500.00	49,500.00
Tee Top Manholes	Each	3	1,300.00	3,900.00
Concrete Inlets, Type CG-2	Each	150	750.00	112,500.00
Concrete Inlets, Type G-2	Each	13	780.00	10,140.00
Concrete Inlets, Type P	Each	5	820.00	4,100.00
Special Inlets	Each	11	1,105.00	12,155.00
CL-4R Modified Chain Link Fence	Lin. Ft.	2,020	12.25	24,745.00
CL-10R Modified Chain Link Fence	Lin. Ft.	250	20.70	5,175.00
Concrete Walks	Sq. Yd.	12,000	13.50	162,000.00
Concrete Driveways	Sq. Yd.	2,500	15.75	39,375.00
4-inch Concrete Surfacing	Sq. Yd.	1,800	11.25	20,250.00
8-inch Concrete Surfacing	Sq. Yd.	1,245	18.00	22,410.00
Concrete Curbs	Lin. Ft.	25,000	6.51	162,750.00
Extra for Asphalt Approaches	Each	92	440.00	40,480.00
Extra for R.R. Grade Crossing	Lin. Ft.	3,950	17.00	67,150.00
Extra for Asphalt Surfacing	Sq. Yd.	3,165	4.10	12,976.50
Drainage Curbs	Lin. Ft.	4,365	2.95	12,876.75
Geotextile Fabric in Stabilization	Sq. Yd.	16,000	2.60	41,600.00
Adjusting Manholes	Each	66	175.00	11,550.00
Reconstructing Manholes	Each	1	3,000.00	3,000.00
Adjusting Inlets	Each	2	275.00	550.00
Capping Inlets	Each	1	450.00	450.00
Shelter Foundations	Sq. Yd.	55	23.20	1,276.00
Railroad Track and Ties, New	Lin. Ft.	5,200	79.68	414,336.00
Railroad Track, New or Relay	Lin. Ft.	2,135	35.80	76,433.00
Ties for Rehab Track	Each	1,350	56.00	75,600.00
Turnouts, Type No. 7 Open	Each	6	27,500.00	165,000.00
Turnouts, Type No. 7 Street	Each	5	35,500.00	177,500.00
Turnouts, Type No. 9 Open	Each	4	29,900.00	119,600.00
Ballasting	Ton	8,200	15.85	129,970.00
Rubber Railroad Crossing, Type A	Lin. Ft.	1,800	235.00	423,000.00
Rubber Railroad Crossing, Type B	Lin. Ft.	336	300.00	100,800.00
Rubber Railroad Turnouts, Type A	Each	5	54,000.00	270,000.00
Temporary Railroad Crossing	Lin. Ft.	800	86.00	68,800.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	3,900.00

Wood Sign Posts	Lump Sum	All	Lump Sum	2,200.00
Sign Support Footings	Lump Sum	All	Lump Sum	11,250.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	18,000.00
Breakaway Sign Posts	Lump Sum	All	Lump Sum	11,250.00
Cantilever Sign Structure Sta. 557+50 Lt	Lump Sum	All	Lump Sum	8,750.00
Cantilever Sign Structure Sta. 567+00 Rt	Lump Sum	All	Lump Sum	8,750.00
Cantilever Sign Structure Sta. 579+10 Rt	Lump Sum	All	Lump Sum	9,800.00
Cantilever Sign Structure Sta. 593+50 Lt	Lump Sum	All	Lump Sum	9,800.00
Single Pole Sign Mounts	Lump Sum	All	Lump Sum	1,800.00
Pipe Sign Posts	Lump Sum	All	Lump Sum	2,800.00
Type AA Signs in Place	Sq. Ft.	2,413	19.80	47,777.40
Type C Signs in Place	Sq. Ft.	133	10.90	1,449.70
Type D Signs in Place	Sq. Ft.	36	11.20	403.20
Type EE Signs in Place	Sq. Ft.	93	12.10	1,125.30
Type H Signs in Place	Sq. Ft.	13	13.20	171.60
Type I Signs in Place	Sq. Ft.	32	12.60	403.20
Type R Signs in Place	Sq. Ft.	39	10.05	391.95
Type T Signs in Place	Sq. Ft.	295	12.20	3,599.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	1,250.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	12,300.00
Soil Conditioner	Cu. Yd.	715	16.00	11,440.00
Furnishing and Planting Trees	Each	302	260.00	78,520.00
Furnishing and Planting Shrubs	Each	944	13.05	12,319.20
Furnishing and Planting Ground Cover	Each	38,368	1.70	65,225.60
Bark Mulch	Unit	148	223.00	33,004.00
Herbicide Application	Lump Sum	All	Lump Sum	780.00
Irrigation System, Complete	Lump Sum	All	Lump Sum	110,000.00

BUILDING

Engine House #16 Ventilation	Lump Sum	All	Lump Sum	8,290.00
				$9,871,626.30

ANTICIPATED ITEMS

Railroad Protective Costs		All Required	$ 51,300.00
Permanent Pavement Striping		All Required	16,000.00
Remove Pavement Striping (Exist. & Temp.)		All Required	1,000.00
On the Job Trainees ($0.80 x 4,000 hrs.)		All Required	3,200.00
EEO/Labor Compliance Monitoring	(0.5%)	All Required	50,526.10
Bonus for Statistical A.C. Mix		All Required	26,000.00
			$ 148,026.10
		SUBTOTAL	$10,019,652.40
		Engineering	1,252,455.60
		TOTAL	$11,272,108.00

TYPE CODE Y031
TRAFFIC SIGNALS (4 LOCATIONS)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 197,094.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	36,500.00
				$ 233,594.00

ANTICIPATED ITEMS

State Furnished Prom & Program	All Required	$ 2,800.00
Signal Controller Testing & Turn-On	All Required	5,200.00
		$ 8,000.00
	SUBTOTAL	$ 241,594.00
	Engineering	30,199.00
	TOTAL	$ 271,793.00

Length of Roadway ------------------- 2.032 miles

Cost of Roadway Per Mile ------------ $5,547,297.24

RETAIN IN RESERVE

Survey Monumentation	All Required	$ 11,000.00
Community Liaison	All Required	100,000.00
Connecting Existing Storm Sewers	All Required	25,000.00
Illumination	All Required	54,000.00
Specimen Trees By City	All Required	1,600.00
Water Meters for Irrigation	All Required	17,000.00
Water & Electricity for Landscape	All Required	800.00
Trench Backfill	All Required	100,000.00
	SUBTOTAL	$ 309,400.00
	Engineering	38,675.00
	TOTAL	$ 348,075.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$11,272,108.00	$9,581,291.00	$1,690,817.00
Signals	271,793.00	231,024.00	40,769.00
SUBTOTAL	$11,543,901.00	$9,812,315.00	$1,731,586.00
Reserve	348,075.00	295,863.00	52,212.00
TOTAL	$11,891,976.00	$10,108,178.00	$1,783,798.00

Group 010: 0%; Group 011: 98%; Group 080: 0%; Group 081: 02%
Contract No. 10148
Prefix: C026-1924 (P.E.)
Prefix: C10148

Appn Code: 177

NOTE: Utilities and Railroad Adjustments are under Project No. IX-0000(20).

CPL:DRH:pf

Oregon

DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FILE CODE:
PRO

November 17, 1992

ROBERT G. CLOUR
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
THE EQUITABLE CENTER, SUITE 100
530 CENTER STREET N. E.
SALEM, OREGON 97301

SUBJECT: PROGRAM DATA CHANGE
PROJECT NO: IX-1(38)
SECTION : N.W. ST. HELENS RD.-N.W. NICOLAI ST.(PORTLAND)
HIGHWAY : LOWER COLUMBIA RIVER
COUNTY : MULTNOMAH

I REQUEST YOUR APPROVAL OF A PROGRAM DATA CHANGE TO ADJUST THE ESTIMATED CONSTRUCTION COSTS OF SUBJECT PROJECT.

THE ADJUSTED COSTS ARE $ 11,824,408.00 WITH $ 10,050,745.00 IN FEDERAL FUNDS.

APPROVAL OF THIS REQUEST WILL INVOLVE REVISIONS IN FINANCING AS INDICATED ON THE ENCLOSED COPIES OF MODIFICATION OF PROJECT AGREEMENT (PR-2A), AND REVISED PROJECT AGREEMENT ESTIMATE.

SINCERELY,

for Donald C

CAM GILMOUR, MANAGER
PROGRAM SECTION

DDB;ddb
ATTACHMENT

cc: MARTY ANDERSON, REGION 1 FEDERAL AID SPECIALIST
MICHELE THOM, REGION 1 FEDERAL-AID
BRUCE WALTON, OPERATIONS
GENERAL FILES
PROJECT FILE

1859

Transportation Building
Salem, OR 97310

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

DIVISION OREGON	REPORT NO. 7	DATE OF FINAL INSPECTION RPT 2/24/88	PROJECT NO. IX-1(38)	COUNTY MULTNOMAH

DATE CONTRACT STARTED 1/22/86	DATE WORK COMPLETED 11/9/87	ACCEPTANCE BY CONTRACT AGENCY 5/6/88	TIME ELAPSED 100 %

LOCATION
N.W. ST. HELENS RD. - N.W. NICOLAI ST., YEON AVE.

SCOPE OF PROJECT
Grade, Pave, Drainage & Signal

NOTE: FHWA-47 X Submitted ___ Not required
Materials Certification X Submitted ___ Not required
There is compliance with sec. 1.23 of the Regs pertaining to encroachments on the ROW

REMARKS: X SHA procedures and controls were sufficient to assure that this project has been completed in reasonable close conformance with the approved plans and specifications including authorized changes and extra work.

The final estimated contract cost is $11,470,119 including extra work and engineering.

All price agreements and extra work orders have been reviewed and are approved for participation as shown on the final progress estimate.

All Federal-aid participating work has been completed.

NP

RECEIVED
STATE HWY. ENGR.
Assigned To:
JUL 06 1992
For:
Rough Draft ☐ Act ☐ Info ☐ Direct Reply ☐ File ☐

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R Amsel		SIGNATURE John H Gernhauser	
TITLE AREA ENGINEER	DATE 7/6/92	TITLE DISTRICT ENGINEER	DATE 7/6/92

FORM FHWA 1446B FACSIMILE

J

cc: OSHD (D. E. Forbes)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX 1(38)
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah
3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00049
6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Bldg.
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE 1/13/86
8. FEDERAL ROUTE NUMBER FAP 2
9. STATE ROUTE NUMBER 2W
10. GENERAL LOCATION: N. W. St. Helens Road - N. W. Nicolai Street
11. GENERAL DESCRIPTION OF WORK: Adjust authorization date
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Husby's letter of 10/26/88, we approve changing the authorization date on the 1240 dated 2/9/88 for work on State force order No. 6 to 1/13/86.

RECEIVED
STATE HWY ENGR
NOV 14 '88
REFER TO
Cam Gilmour
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 11-7-88
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 2, 1988

8. FEDERAL ROUTE NUMBER FAP 1

9. STATE ROUTE NUMBER 2 W

10. GENERAL LOCATION:

N. W. St. Helens Rd. - N. W. Nicolai St.

11. GENERAL DESCRIPTION OF WORK

Modify three signalized intersections

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/2/88 as requested in Mr. Fredrickson's letter of 5/20/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 14 is approved for a TEC of $4,230; Federal Funds $3,596.

RECEIVED
STATE HWY ENGR
JUN 10 '88
REFER TO
Gilmour
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

14. DATE 6/2/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

May 19, 1988

CON 5 - 10,148

Charles F. Bugge
Bush/Cotton Associates → mail returned 5-24-88.
1200 Westlake Avenue N., #802
Seattle, WA 98109
206 285-6119 - number disconnected

Contract No. 10,148 awarded to Tri-State Construction, Inc. for work on the N.W. St. Helens Rd.-N.W. Nicolai St. Section of N.W. Yeon Ave. in Portland, Multnomah County, was completed on February 26, 1988, and accepted by the State Highway Division on May 6, 1988.

Final payment in the amount of $51,165.71 will be released to the contractor after May 24, 1988. The total contract amount is $10,225,525.86 including $136,425.04 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Tri-State Construction, Inc.
P. O. Box 20476
Portland, OR 97220

The American Insurance Company
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

10,148

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10148

TO: Manager
Commission Services

DATE: May 6, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10148, On Site Work Substantially Completed November 9, 1987

All Work Completed February 26, 1988

Project NW St. Helens Rd.-NW Nicolai St. (Portland)

Highway NW Yeon Ave.

County Multnomah

Type of Work Grade, Pave, Sign, Signals & Landscape

Contractor Tri-State Construction, Inc.

BMW:hh

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY WRITTEN 5/19/88

RECEIVED
MAY 12 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: Saturday, April 23, 1988

PROJECT NAME (SECTION): NW ST. HELENS RD. - NW NICOLAI ST.

CONTRACT NO: C10148

HIGHWAY: Yeon Avenue

COUNTY: Multnomah

F.A. PROJECT NO: IX-1(38)

CONTRACTOR: Tri-State Construction Co.

KIND OF WORK: Grade, Pave, Sign, Signal, Landscape & Building

DATE OF AWARD: December 2, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 13,219,589.70

ESTIMATED PROJECT COST $ 12,000,000.00

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 9.2 %

ENGINEERING

AUTHORIZATION $ 940,059.71

COST THIS WEEK $ 300.00

TOTAL TO DATE $ 1,119,900.00

PERCENT OF AUTHORIZATION 119 %

FIRST NOTIFICATION DATE: January 22, 1986

ESTIMATED DATE OF COMPLETION, OR: November 9, 1987

SECOND NOTIFICATION DATE AND: November 9, 1987

ESTIMATED SEMIFINAL SUBMITTAL DATE: Completed February 1988

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	11/09/87	0	0.0	0	yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Landscap
ORIG. CONTRACT QUANTITIES	59,348 cy	80,000 T	39,000 T			
EST. CORRECTED QUANTITIES	59,221 cy	89,000 T	40,597 T			
EST. PERFORMED TO DATE	59,221 cy	89,000 T	40,597 T			
PERCENT PERFORMED TO DATE	100	100	100	100	100	100

ACTIVITIES THIS WEEK:

BNRR continued the signal work at 35th and 29th Avenues with turn-on on Wednesday. Signal techs for the state were on the job. Dwight Dillon & Allan Troyer worked as supervisors for the work.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Striping should be finished this week. Lane closures will be removed when the I-405 Extension is opened.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Harold E. Broderick

Harold E. Broderick

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

10148

J

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: March 16, 1988

In Reply Refer to File No.:
CON 5
10148

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Richard A. Poecker
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-1(38)

Contract 10148, Work Completed November 9, 1987

Project NW St. Helens Rd.-NW Nicolai St.

Highway NW Yeon Ave.

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Feb 24, 1988

for Dale E. Wilken
Division Administrator

BMW:mk

cc: D. E. Forbes
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
MAR 25 '89
REFER TO
FOR
Info Invest R/D D/R Sign Act File

7

734-2023 (2-85)

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

INTERMEDIATE ☐
FINAL ☒

PROJECT NAME (SECTION) NW St. Helens Road - NW Nicolai Street			CONTRACT NO. 10148
HIGHWAY NW Yeon Avenue		COUNTY Multnomah	F.A. PROJECT NO. IX-1(36)
CONTRACT TIME ELAPSED 100 %	CONTRACT WORK COMPLETED 100 %	CONTRACT WORK QUALITY Good	CONTRACT WORK PROGRESS Good
INSPECTION DATE 2/24/88		BY Marion Craft	
IN COMPANY WITH Bud Broderick, Maury Payne, Bill Kappus, Dave Hill, Brett Kesterson, Randy Inloes			

REMARKS (SCOPE OF INSPECTION, FINDINGS, RECOMMENDATIONS, INSTRUCTIONS, ETC.)

This project provided for rebuilding Yeon Avenue between the limits listed above, to four lanes with a median lane, curbs and sidewalks, a frontage road, extensive drainage, signals, signing, illumination and landscaping.

There is a question in the minds of some of the abutting property owners of the Frontage Road as to its effectiveness and safety. The Frontage Road and the curbs, islands and openings to the road, after extensive consultation with the property owners, the City of Portland, and the PUC, was built fairly close to what was shown on the plans and specifications. Any further modifications will have to be brought about by further study and consultation with the property owners, Portland, the PUC, the Railroad and ourselves.

The project as a whole looks, rides and functions very good. There will be an underrun of the project authorization, the engineering will overrun slightly, and the project was finished in time. The project was managed in a very good, professional manner by both the contractor and the Project Manager and his crew.

There is an outstanding claim for extra compensation in relation to pipe jacking through wood piling in the installation of parts of the storm sewer.

The project has been complete according to plans and specifications, and should be considered complete and acceptable.

Dave Hill and Maury Payne are working together to specifically list the various areas of maintenance responsibility for the City of Portland and the Highway Division.

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
MAR 1 [illegible]

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

NA	DATE OPENED TO TRAFFIC OR IN OPERATION
11/9/87	DATE OF SECOND NOTIFICATION
2/23/88	DATE CONTRACTOR'S NOTICE FOR FINAL INSPECTION RECEIVED
1/30/88	DATE CONTRACTOR REMOVED EQUIPMENT, PLANT, ETC
*	ESTIMATED SUBMITTAL DATE OF SEMI-FINAL ESTIMATE

REFER TO ______
* 9R/D2-07 ACT ___ REPLY ___
12DIS8-07 INFO FILE ___
1-4-3Y

ORIGINAL TO: CONSTRUCTION SECTION
COPY TO: REGION
DISTRICT MAINTENANCE SUPERVISOR
PROJECT MANAGER OR LIAISON (STATE)
PROGRAM SECTION (FINAL ONLY) ✓
FHWA (FINAL F.A. ONLY)
CONSULTANT OR LOCAL AGENCY (IF APPLICABLE)

SIGNED Marion Craft
TITLE Region Construction Engineer

G

NW ST. HELENS RD. - NW NICOLAI ST.
NW YEON AVE. - CONTRACT NO. 10148

Original Authorization: $13,219,589.70

Adjusted Authorization: $12,039,489.70 (note below)

CONTRACT TOTALS

Bid Items	$9,754,016.98	
Price Agreements	303,908.68	
Adjustments (AC Bonus)	30,009.45	
Extra Work Orders	136,177.04	
Subtotal	10,224,052.15	(payment to contractor)
State Force Orders	252,668.15	
Engineering	1,120,000.00	(19% overrun)
Grand Total	11,596,720.30	
Total Underrun	442,769.40	
Percent Underrun	3.7%	

CAUSE OF MAJOR UNDERRUNS:

1. Railroad items - $110,000.00
   Substituted relay rail for new rail, used softwood ties in place of hardwood ties, and redesign of original plans

2. Storm sewer system - $100,000.00
   Redesign of original plans

3. Signing - $70,000.00
   Redesign of original plans

4. Anticipated items - $150,000.00
   Did not need trench backfill material and did not charge to EEO/labor compliance

There is one outstanding claim in relation to pipe jacking through wood pilings. Estimated damages are under $80,000.00

Note: $1,180,100.00 of anticipated moneys were charged to the preliminary engineering prefix instead of to the contract bi cc: Donald E. Forbes

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Marion Craft, Bud Broderick, Maury Payne, Dave Hill, Brett Kesterson and Randy Inloes

DATE OF INSPECTION 2/24/88	INSPECTION MADE BY William H. Kappus, Area 1 Engineer	PROJECT NO. IX-1(36)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

N.W. St. Helens Rd. - N.W. NICOLAI ST.
YEON AVENUE
Grading, Paving, Drainage & Signal

This project provided for widening Yeon Avenue between N.W. St. Helen's Rd. and N.W. Nicolai St. to four lanes with a median lane, curbs, and sidewalks, a frontage road, extensive drainage, railroad relocation, signals, signing, illumination and landscaping.

The contract work was awarded to Tri-State Construction, Inc. on December 2, 1985. Work started January 22, 1986 and was completed November 9, 1987 as specified in the contract. Project costs underran the original authorization by approximately 4 percent. Underruns occurred in the railroad relocation work and from redesigning the storm sewer system and the project signing. There is an outstanding claim concerning compensation for pipe jacking of storm sewer pipe through wood piling. A printout of all final quantities, overruns and underruns, price agreements, extra work orders, State force orders, and anticipated items used is attached to the Division Office copy of this report.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specificaitons. The project's A.C. paving is very good and won the 1987 paving award for its category. The contracted work has been satisfactorily completed and acceptance is recommended.

NOTED
V. E. SCHWAR
Oz
3/28

RECEIVED
STATE HWY ENGR
MAR 25 '88
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-566

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00049

6. TO
Mr. Donald R. Adams
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 7, 1988
8. FEDERAL ROUTE NUMBER FAP 1
9. STATE ROUTE NUMBER 2 W

10. GENERAL LOCATION:
N. W. St. Helens Rd. - N. W. Nicolai St.

11. GENERAL DESCRIPTION OF WORK
Install lights

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/7/88 as requested in Mr. Gilmour's letter of 1/28/88 as being cost effective for the use of Portland General Electric forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $39,112.51; Federal Funds $33,246.

RECEIVED
STATE HWY ENGR
FEB 10 '88
REFER TO Gilmour
FOR

Info	Hvcs	R/D	D/R	Sign	Act	File

14. DATE 2/9/88
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

February 5, 1988 CON

Julie A. Carey, Real Estate Counsel
Univar Corporation
1600 Norton Building
Seattle, Washington 98104

This is in response to your letter of November 23, 1987, concerning ingress and egress to and from the Frontage Road serving the Van Waters & Rogers facility on NW Yeon. In order to get the crossing gates and signal equipment installed on Yeon, we have requested the Public Utilities Commission to issue an order in accordance with the constructed design. This action does not mean we have given up finding a solution if the current traffic configuration proves unsatisfactory.

We propose to monitor the functioning of the facility for three months after activation of the signals and gates. If problems develop, we will pursue appropriate action.

Our region operations engineer, Allan Harwood, will contact Mr. Jones and Mr. West after the traffic control devices have been activated to review and discuss the operation and look at possible solutions.

The most plausible solution appears to be the opening in the divider opposite the Convoy driveway, alternate number 1 in your letter. If the facility, as constructed, generates the problems described in your letter and, if no other better solution is found to those problems, we will apply to the Public Utilities Commission for a crossing at that point.

Donald R. Adams
Acting State Highway Engineer

bc W. E. Schwartz
Don Adams
Jack Sollis
Rick Kuehn
Allan Harwood

ACH:cms sl

011

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) PORTLAND GENERAL ELECTRIC COMPANY	("SFO") ORDER NO. 6
PROJECT NAME (SECTION) NW ST. HELENS RD.-NW NICOLAI ST.	CONTRACT NO. 10148/~~000~~
HIGHWAY: Yeon Avenue — COUNTY: Multnomah	ACTIVITY OR OBJECT DETAIL CODE 336
	F.A. PROJECT NO. IX-1(38)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Install City of Portland lights on new P.G.E. poles throughout the project.

ESTIMATE OF QUANTITIES AND COSTS:

See attached estimate sheet labeled Exhibit "A"	$37,305.01
Five (5) additional lights at $361.50 each	1,807.50
TOTAL	$39,112.51

Effective date of authorization for work Jan 7, 1988

EXPLANATION:

SUBMITTED BY	DATE	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE
TITLE Project Manager	1/6/88		1-8-88
APPROVAL RECOMMENDED BY	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE
TITLE			JAN 15 1988

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved

STATE OF OREGON

INTEROFFICE MEMO

TO: LARRY RULIEN
State Highway Engineer

DATE: December 30, 1987

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT:

NW St. Helens Road - NW Nicolai St.
Contract No. 10148

As part of the subject project, a divider was constructed to seperate the frontage road and the railroad from NW Yeon. There are 2 breaks in the divider where the RR crosses Yeon. Highway traffic is to be prohibited from using those breaks and is expected to gain access to the Frontage Road by going around the West end of the divider. Leaving the Frontage Road, traffic goes around the East end of the divider to go either east or west.

Three businesses, Van Waters and Rogers, Convoy and American Steel feel the maneuver required for trucks to get on and off the Frontage Road is unsatisfactory. I have had several meetings with representatives from the businesses and agree the traffic pattern is something less than would be desired. I thought I had a solution worked out by providing an additional opening in the divider opposite Convoy's driveway. The RR insisted that such an opening would have to be protected by gates. Due to the restricted width of the divider and the limitations imposed on the size of the opening, gates are not possible so the plan was dropped.

I then advised the businesses we were going ahead with the traffic pattern as plannned. The response of Van Waters & Rogers is enclosed. Contrary to the response from Carey, of the 7 suggestions, only number 7 was rejected because of cost but may ultimately be necessary to solve a potential problem at the entrance to the Hub Center. Number 7 alone would not satisfy Van Waters & Rogers. Numbers 4 and 5 we can and did offer to do but those options only partially satisfy the businesses and my concerns and were unacceptable to the RR and/or PUC.

I discussed this problem with Jack Sollis who in turn contacted the PUC. Jack feels something could be worked out involving signals to protect the crossing rather than gates which would make the additional divider, opening number 1, acceptable.

I understand from Roger Trygstad the PUC is going ahead with the steps necessary to issue an order for the crossings as planned and that any change at this time would delay issuing of the order and installation of the crossing gates and pre-emption equipment on Yeon. The gates

RECEIVED
STATE HWY ENGR
DEC 31 '87
REFER TO

Info	Inves	R/D	D/K	Sign	Act	File

Draft O.K. for Adams to sign 1-5-88

is this ok? R

81-125-1387 Cy- Harwood

and pre-emption equipment are items which must be in place before we can activate the signals and route US 30 traffic onto Yeon. I do not want to do anything which would delay issuance of the PUC order.

I have prepared a draft of a response to Van Waters & Rogers but suggest it should originate either in your office or from Jack Sollis. If you disagree and want me to respond, let me know if or how the draft should be revised.

ACH:cms

Univar
CORPORATION

1600 NORTON BUILDING
SEATTLE, WASHINGTON 98104
(206) 447-5911
FAX (206) 340-1988

November 23, 1987

Allan C. Harwood
Region Operations Engineer
Department of Transportation
Highway Division
9002 S.E. McLoughlin
Milwaukee, Oregon 97222

Dear Mr. Harwood:

Van Waters & Rogers Inc. is a wholly-owned subsidiary of Univar Corporation. Jack Johnston and Stan West at Van Waters & Rogers in Portland recently requested that a representative from Univar's legal department travel to Portland to review their dispute with the Highway Division concerning the planned access to Frontage Road from Yeon Avenue.

After a thorough tour of the area and a review of the written communication between representatives of the Highway Department and the affected property owners, I am frankly amazed that the Department of Transportation is taking the position that nothing can be done to address the safety concerns of Van Waters & Rogers Inc. It is clear that the present plan is dangerous with respect to both ingress for westbound traffic onto Frontage Road and egress from Frontage Road turning either right or left onto Yeon Avenue. As you know, a substantial number of trucks entering and leaving all three of the affected properties are 50 feet in length or longer. Westbound vehicles will be required to turn left onto Frontage Road in front of American Steel. The turning radius at this location for truck traffic is completely inadequate, and has been acknowledged to be so by everyone involved in the planning and execution of the Yeon Avenue improvements. The inadequate turning radius presents a safety hazard for vehicles parked in front of American Steel as well as for the trucks themselves. It also provides some incentive for westbound truck drivers to find alternate routes, not all of which will be safe or legal.

With respect to egress from Frontage Road, it can easily be anticipated that truck traffic attempting to turn either left or right onto Yeon Avenue will have several problems. First, truck traffic exiting Frontage Road will have poor visibility with respect to traffic on Yeon Avenue and traffic turning west onto Yeon Avenue from 35th. As you know, once the Yeon Avenue improvement project is completed, and it replaces St. Helens Road as U.S. 30, there will be a significant increase in traffic on Yeon Avenue. Even if truck drivers exiting Frontage Road can position their vehicles so as to see traffic coming from three different directions, when the signal light at the intersection of Yeon Avenue and 35th stops eastbound traffic, truck traffic on Frontage Road will be completely blocked. It is not hard to imagine trucks lined up for the entire length of Frontage Road. Significantly, the lead truck will be positioned on railroad tracks while at rest waiting for an opportunity to exit.

I note from the correspondence between the property owners and the Department of Transportation over the past five years that the DOT has acknowledged most of the problems associated with the plan as it exists and has considered and rejected many remedial alternatives. It is also significant that in a letter dated January 24, 1983, from Paul Haley to Stan West, Mr. Haley discusses entry to the Frontage Road from Yeon Avenue and indicates that "another opening in the divider in front of Van Waters & Rogers is necessary for railroad use". The map accompanying the January 24, 1983 letter, contains hand-drawn arrows reflecting ingress and egress through the opening in the divider in front of Van Waters & Rogers. Other solutions have been discussed and rejected. Possibilities include:

1) Construct an opening in the divider opposite the Convoy driveway;

2) Permit trucks to use existing openings in divider opposite the Van Waters & Rogers' facility;

3) Remove the concrete island in front of VW&R and permit both ingress and egress at that location;

4) Construct a new egress west of the existing opening;

5) Enlarge the existing egress to improve visibility;

6) Close the existing egress, and extend Frontage Road to the Yeon Avenue/35th Street Intersection;

7) Construct a turning loop on the North side of Yeon Avenue near the Hub Center.

Most of these suggestions have been rejected by the Highway Division because of time constraints and cost considerations.

It is the position of Van Waters & Rogers Inc., that any additional time or money involved in devising a solution that would address the safety hazards described above are insignificant when compared to the liability that could result from vehicular accidents involving extremely large trucks. For the record, Van Waters & Rogers Inc. would like to expressly and unequivocally register its objection to the Yeon Avenue/Frontage Road plan as it exists.

In addition to safety considerations, Van Waters & Rogers is concerned about losing business because of the inconvenience that the plan causes to its drivers, customers and common carriers. As demonstrated above, there is no practicable or safe ingress to or egress from the Van Waters & Rogers plant under the current plan. Customers and common carriers tempted to ignore the yellow lines prohibiting vehicular traffic from using the openings in front of the Van Waters & Rogers plant, will no doubt be stopped and cited by the authorities. As far as we can see, the plan as it stands now is both unsafe and inconvenient.

I would appreciate a response to this letter as soon as possible so that I can determine whether to contact an attorney licensed in Oregon to pursue this matter further.

Sincerely yours,

Julie A. Carey

Julie A. Carey
Real Estate Counsel

JAC:nj
cc: Jim Melton
Bob Peterson
Paul E. Hailey, P.E.
Bud Broderick
Erik Ingebretson
David R. Hatch, P.E.

STATE OF OREGON INTEROFFICE MEMO

ROW 18-2

TO: File

DATE: February 2, 1988

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 131
Project No. IX-1-24
Subject: NW St. Helens Rd-NW Nicolai St Section
NW Yeon Ave
Multnomah County

Enclosed is a copy of Order No. 88-108 issued by the Public Utility Commissioner on January 29, 1988 relative to the above subject matter.

RDT:jkh
Enclosure

cc: Elton Chang, FHWA w/copy
C. O. Fredrickson w/copy
Jack Sullivan w/copy
J. L. Sollis w/copy
Rick Kuehn w/copy
Harold Broderick, Project Mgr. w/copy
M. Payne, DMS w/copy
L. E. George w/copy
Carolyn Philp w/copy ✓

NOTE TO Broderick: Please make sure that we meet our obligations as indicated in the order.

cp

81-125-1387

ORDER NO. 88-108

ENTERED JANUARY 29 1988

PUC CROSSING NO. 7F-3.97-C
DOT CROSSING NO. 856 250 D
NW YEON AVENUE (4000 BLOCK)
BETWEEN EXPRESS AND 35TH
AVENUES
(CLOSED CROSSING)

PUC CROSSING NO. 7F-4.05
DOT CROSSING NO. 856 251 K
NW YEON AVENUE (3900 BLOCK)
BETWEEN EXPRESS AND 35TH
AVENUES
(RELOCATED AND RENUMBERED
FROM CROSSING NO. 7F-4.05-C)

PUC CROSSING NO. 7F-4.06-C
NW YEON AVENUE ENTRANCE WEST
SERVICE ROAD (3900 BLOCK)
(NEW CROSSING)

PUC CROSSING NO. 7F-4.09-C
NW YEON AVENUE WEST SERVICE
ROAD (3900 BLOCK)
(NEW CROSSING)

PUC CROSSING NO. 7F-4.1-C
DOT CROSSING NO. 856 252 S
NW YEON AVENUE (3900 BLOCK)
(CLOSED CROSSING)

PUC CROSSING NO. 7F-4.16-C
NW YEON AVENUE WEST SERVICE
ROAD (3800 BLOCK) BETWEEN
EXPRESS AND 35TH AVENUES
(NEW CROSSING)

PUC CROSSING NO. 7F-4.19-C
DOT CROSSING NO. 856 253 Y
NW YEON AVENUE (3800 BLOCK)
(CLOSED CROSSING)

PUC CROSSING NO. 7F-4.2-C
NW YEON AVENUE WEST SERVICE
ROAD (3800 BLOCK)
(NEW CROSSING)

PUC CROSSING NO. 7F-4.26
NW YEON AVENUE WEST SERVICE ROAD RETURN TO YEON (3700 BLOCK)
(NEW CROSSING)

PUC CROSSING NO. 7F-4.3
NW 35TH AVENUE NEAR NW YEON AVENUE
(NEW CROSSING)

PUC CROSSING NO. 7F-4.31-C
DOT CROSSING NO. 856 254 F
NW YEON AVENUE (3600 BLOCK)
(CLOSED CROSSING)

PUC CROSSING NO. 7F-4.35
NW YEON AVENUE ENTRANCE EAST SERVICE ROAD (3600 BLOCK)
(NEW CROSSING)

PUC CROSSING NO. 7F-4.55-C
DOT CROSSING NO. 856 256 U
NW YEON AVENUE (3500 BLOCK)
BETWEEN 29TH AND 35TH AVENUES
(CLOSED CROSSING)

PUC CROSSING NO. 7F-4.76-C
DOT CROSSING NO. 856 262 X
NW YEON BETWEEN NW 26TH AND NW 29TH AVENUES
(CLOSED CROSSING)

PUC CROSSING NO. 7F-4.95
DOT CROSSING NO. 856 269 V
NW 26TH AVENUE NEAR NW YEON AVENUE
(CLOSED CROSSING)

PUC CROSSING NO. 7F-5.05-C
DOT CROSSING NO. 856 272 D
NW YEON AVENUE (3100 BLOCK)
(CLOSED CROSSING)

PUC CROSSING NO. 7F-5.2-C
DOT CROSSING NO. 856 276 F
NW YEON AVENUE (2900 BLOCK)
(CLOSED CROSSING)

ORDER NO. 88-108

PUC CROSSING NO. 8P-3.8
DOT CROSSING NO. 92 306 G
NW 44TH AVENUE NEAR
ST. HELENS ROAD
(CLOSED CROSSING)

PUC CROSSING NO. 8P-4.0
DOT CROSSING NO. 92 355 D
NW KITTRIDGE AVENUE AT
ST. HELENS ROAD
(CLOSED CROSSING)

BEFORE THE PUBLIC UTILITY COMMISSION

OF OREGON

RX 131

In the Matter of the Application of OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to relocate one, construct seven, and close nine grade crossings on Portland Terminal Railroad Company, Yeon Avenue Line, and close two grade crossings on Burlington Northern Railroad Company, Pettygrove Street Line, in Portland, Multnomah County, Oregon.	)	ORDER

On October 22, 1984, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the then Commissioner seeking authority, pursuant to ORS 763.020 and 030, to relocate one, construct seven, and close nine grade crossings of NW Yeon Avenue, a street under the jurisdiction of the City of Portland, and the main track, industrial spur tracks, and right-of-way of Portland Terminal Railroad Company, Yeon Avenue Line; and to close two grade crossings: NW 44th Avenue near St. Helens Road and NW Kittridge Street at St. Helens Road and the main track and right-of-way of Burlington Northern Railroad Company, Pettygrove Street Line, all in Portland, Multnomah County, Oregon. NW 44th Avenue and NW Kittridge Avenue are streets under the jurisdiction of the City of Portland and NW St. Helens Road is under the jurisdiction of the Oregon Department of Transportation, Highway Division.

In northwest Portland, the area bounded by Yeon Avenue, St. Helens Road, and Nicolai Street forms a triangle. See the inset map on page 1 of Appendix "A" to this order. St. Helens Road and Nicolai Street are designated as the Lower Columbia River Highway, U.S. 30. The major activity within the triangle is industrial.

Two railroads provide service to this industrial area. Burlington Northern Railroad Company's Pettygrove Street Line, a remnant of United Railway's interurban line, runs between the Hoyt Street Yard freight terminal and the Willbridge Yard freight terminal and serves the Elevator Yard freight terminal located in the vicinity of NW 31st Avenue on the Pettygrove Line. The Pettygrove Line utilizes Nicolai Street and St. Helens Road for either in-street running or lies just at the edge of, but outside, the travelled roadway. Portland Terminal Railroad Company serves the area via its Yeon Avenue Line, which leaves Lake Yard freight terminal easterly of NW Express Avenue and proceeds easterly along Yeon Avenue for approximately 7,200 feet. The main track of the Yeon Avenue Line lies immediately to the north of and outside Yeon Avenue. Numerous spur tracks cross Yeon Avenue to reach industries located on the south side of Yeon Avenue.

The following parties made comments and recommendations on the application: PUC staff, by letters dated November 15, 1984, April 16 and 24, May 8, June 10, and July 5, 1985; Burlington Northern Railroad Company, by letter dated January 21, 1985, objected to the application; Portland Terminal Railroad Company, by letters dated January 15, 1985, and January 14 and March 5, 1987; City of Portland, by letter dated January 16, 1985, and December 2, 1986. The City of Portland, by letters dated June 26, 1985, and January 21, 1987, objected to the application. Applicant amended its application by letters dated November 19, 1984, and May 6, 13, and 20, June 5 and 13, August 6, 9, and 14, 1985, December 17, 1986, and March 11, 1987. These amendments removed the objections of Burlington Northern Railroad Company and City of Portland.

PUC staff, by letter dated December 9, 1986, served a proposed order in this matter. The following parties provided comments or proposed changes: Portland Terminal Railroad Company, by letters dated January 14 and March 5, 1987; City of Portland, by letters dated December 22, 1986, and January 21, 1987; applicant, by letters dated December 17, 1986, January 26, March 11 and 24, 1987; Burlington Northern Railroad Company, by letter dated February 6, 1987, and PUC staff by letters dated January 6 and 27, and March 16, 1987.

PUC staff, by letter dated April 10, 1987, served a Revised Proposed Order in this matter. A meeting was held in Salem on April 21, 1987, with the various parties to discuss the provisions of the Revised Proposed Order. Based on the comments of the parties, a third Revised Proposed Order (May 1987) was prepared and served by PUC staff letter dated May 13, 1987. City of Portland, by letter dated May 29, 1987, and applicant, by letter dated November 4, 1987, indicated that they had no objections to the revised proposed order. Portland Terminal Railroad Company, by letter dated May 21, 1987, objected to the revised proposed order. PUC staff, by letter dated December 15, 1987, requested that the Portland Terminal Railroad Company withdraw its' objection. Portland Terminal Railroad Company, by letter dated January 8, 1988, withdrew its' May 21, 1987 letter of objection.

Copies of the application, amendments, proposed order, revised proposed orders, and responses thereto were duly served upon Burlington Northern Railroad Company, Portland Terminal Railroad Company, Portland General Electric Company, City of Portland, Multnomah County, Video Electronics, and applicant. No objection by any party has been made to the granting of the amended application as set forth in the revised proposed order (May 1987).

Applicant, in conjunction with the City of Portland, is engaged in rerouting the Lower Columbia River Highway, U.S. 30, from its NW Nicolai Street-St. Helens Road route to NW Yeon Avenue.

Yeon Avenue is primarily a tangent street lying in a southeast-northwest orientation. It is approximately 10,000 feet in length, extending from St. Helens Road on the west to Nicolai Street on the east. At present, it serves the industrial area located on both sides of Yeon Avenue. The western third of Yeon Avenue runs adjacent to and south of Portland Terminal Railroad Company's Lake Yard freight terminal. Yeon Avenue is 40 feet in width, consisting of two 12-foot paved travel lanes and two 8-foot paved shoulders. It has nine industrial spur track grade crossings, as follows:

7F-3.97-C, NW Yeon Avenue, 4000 block, between NW Express and 35th Avenues;

7F-4.05-C, NW Yeon Avenue, 3900 block, between NW Express and 35th Avenues;

7F-4.1-C, NW Yeon Avenue, 3900 block, between NW Express and 35th Avenues;

7F-4.19-C, NW Yeon Avenue, 3800 block, between NW Express and 35th Avenues;

7F-4.31-C, NW Yeon Avenue, 3600 block, between NW 29th and 35th Avenues;

7F-4.55-C, NW Yeon Avenue, 3500 block, between NW 29th and 35th Avenues;

7F-4.76-C, NW Yeon Avenue, between NW 26th and 29th Avenues;

7F-5.05-C, NW Yeon Avenue, 3100 block, between NW 26th and NW Nicolai Avenues; and

7F-5.2-C, NW Yeon Avenue, 2900 block, between NW 26th and Nicolai Avenues.

There is also a grade crossing of NW 26th Avenue and the Yeon Avenue Line main track. This crossing is identified as No. 7F-4.95, NW 26th Avenue near NW Yeon Avenue. See pages 2, 3, and 4 of Appendix "A" to this order. All of these grade crossings are protected with passive devices.

The first two grade crossings on the western end of Burlington Northern's Pettygrove Street Line are identified as:

8P-4.0, NW Kittridge Avenue at St. Helens Road;
and
8P-3.8, NW 44th Avenue near St. Helens Road.

See page 1 of Appendix "A" to this order. The Kittridge Avenue at St. Helens Road crossing is protected with traffic signals. The 44th Avenue near St. Helens Road crossing is protected by one vehicle STOP sign.

Applicant proposes to widen Yeon Avenue, at the one grade crossing that will remain (discussed in the following paragraph), to a paved width of 64 feet, consisting from north to south of a 14-foot travel lane, an 11-foot travel lane, a 14-foot center two-way left-turn lane, an 11-foot travel lane, and a 14-foot travel lane. In addition, it is proposed to construct a paved service road, in two segments, on the south side of Yeon Avenue. (See right-hand inset on page 5 of Appendix "A".) The service roadway will be 49 feet in width, consisting from north to south of a 17-foot paved area for railroad operation, a 14-foot one-way eastbound travel lane, and an 18-foot shoulder. A 7-1/2 foot sidewalk will be located south of the service road. The service road and Yeon Avenue proper will be separated by a raised curb, four feet in width. The westerly segment of the service road, hereafter called West Service Road, will commence roughly 750 feet easterly of NW Express Avenue and extend to the vicinity of NW 35th Avenue, a distance of approximately 1,280 feet. The easterly segment, hereafter called East Service Road, will commence approximately 185 feet east of NW 35th Avenue an extend easterly approximately 1,260 feet. Upon completion of the project, Yeon Avenue will be under the jurisdiction of the State Highway Division, and both segments of the service road will be under the jurisdiction of the City of Portland.

This project includes relocating Portland Terminal Railroad's Yeon Avenue Line main track from the north side to the south side of Yeon Avenue and placing it on the north side of the service road but within the service road roadway. This relocation of the main track will eliminate the need for more than one railroad-highway crossing of Yeon Avenue proper. The existing industrial spur track crossing of Yeon Avenue (3900 block) between NW Express and 35th Avenues, will be relocated and its alphanumeric crossing number will be modified to reflect its new main line character. This relocated crossing will be equipped with cantilevered flashing light and automatic gate signals. All other existing grade crossings of Yeon Avenue will be closed.

This project should reduce train-vehicle conflicts by eliminating the numerous railroad crossings of Yeon Avenue proper.

It will be necessary to construct seven new crossings to provide service to various industries located south of Yeon Avenue. Six of the seven will be across the service road or its entrances and exits. One of these will be protected by a set of sidelights. The remainder will be passively protected. The seventh new crossing will be at NW 35th Avenue near Yeon Avenue. It will be protected by traffic signals. This protection will include dwarf railroad signals supplemented with railroad STOP signs to regulate railroad movements. The dwarf railroad signals shall display a red aspect at all times except when a railroad movement has preempted the traffic signals. After the highway traffic signals display a red aspect to all vehicular traffic, the dwarf signal will display a green aspect to the railroad movement which may then proceed.

Applicant is proposing to close the two most western Pettygrove Street Line grade crossings. This will eliminate the western connection of the Pettygrove Line with the Burlington Northern Willbridge Yard freight facilities in northwest Portland. Burlington Northern will utilize trackage rights over the relocated Yeon Avenue Line to gain access to its Elevator Yard freight terminal and the remaining trackage of the Pettygrove Street Line.

The various grade crossings which will be constructed in and about the two service road segments present several problems due to the angles of intersection between the tracks and the service road, vehicle parking on the south side of the service road, the location of the main track in and on the north side of the service road, and the resulting conflict between vehicles and railroad equipment. These problems will require special and nonstandard placement and methods to protect railroad equipment, personnel, and the motoring public.

These unusual situations are repetitious at practically every one of the new crossings required by this project and will be addressed as follows:

Parking

By law, parking, stopping, or standing is prohibited within 50 feet of the nearest rail of a railroad crossing [ORS 811.550(21)]. The curvature of the various industrial spur track crossings will require a greater setback for the safety of vehicles, personnel, and railroad equipment. "NO PARKING" zones in advance of most of the industrial spur track crossings will be longer than normal. Appendix "B" to this order provides a sketch of a typical "NO PARKING" zone. A posted "NO PARKING" zone, 60 feet in length, will be located in advance of the West Service Road Return to Yeon Avenue.

Protective Devices

The normal minimum signing for a grade crossing is crossbucks, advance warning signs, advance warning pavement markings and stop clearance lines. The east and west service roads are one-way eastbound streets. The on-street parking combined with the automobile-truck movements will negate the effectiveness of crossbucks and advance warning signs. The location of the main track in the roadway, combined with the curvature of the spur tracks, makes it impractical to locate stop clearance lines at normal locations.

It appears that the most practical treatment on this project is to use striping as follows:

> Two continuous 4-inch wide reflectorized yellow stripes separated by 4 inches will be located 10 feet southerly of and parallel with the centerline of the Yeon Avenue Line main track.
>
> Stop clearance lines will be located much further back from the crossings than normal to ensure motorists do not encroach into the impaired clearance area at the curved

spur tracks. See Appendix "B" to this order for a typical installation.

The wide shoulder parking area will receive special crosshatching to ensure that motorists have adequate sight distance along the tracks at the curved spur tracks. See Appendix "B" for a typical installation.

A crossbuck, advance warning sign, advance warning pavement markings, and STOP clearance line will be installed at crossing No. 7F-4.26.

Advance warning pavement markings will be located in advance of each West Service Road crossing, except one. Their location will vary due to the space between the crossings.

A brief discussion of each crossing to be relocated, constructed, or closed follows:

Crossing No. 7F-3.97-C, NW Yeon Avenue (4000 Block) Between Express and 35th Avenues

Close the crossing and remove the industrial spur track through the roadway. There has been no reported train-vehicle accident at the crossing in the last 10 years.

Crossing No. 7F-4.05-C; Redesignated as 7F-4.05, "NW Yeon Avenue (3900 Block) Between Express and 35th Avenues"

Northwest Yeon Avenue will be altered to a width of 64 feet, consisting from north to south of a 14-foot travel lane, an 11-foot travel lane, a 14-foot center two-way left-turn lane, and 11-foot travel lane, and a 14-foot travel lane. The existing lead track and industrial spur track will be relocated in accordance with Oregon Department of Transportation, Highway Division's drawing "NW St. Helens Rd.-NW Nicolai St. (Yeon) Sheet 1 of 5, Revised 10-23-85." The relocated crossing will consist of two tracks, consisting from east to west of a main track and an industrial spur track. It will have a general crossing angle of intersection of 55 degrees. It will be protected with cantilevered flashing lights and automatic gate signals supplemented with multiple track signs and railroad STOP signs. An additional set of sidelights will be mounted on the southerly cantilevered flashing light signal to provide protection at the Entrance West Service Road crossing (crossing No. 7F-4.06-C). The alphanumeric crossing number will be redesignated 7F-4.05 to reflect its change to a main line track.

There has been no reported train-vehicle accident at the existing spur track crossing in the last 10 years.

Crossing No. 7F-4.06-C, NW Yeon Avenue Entrance West Service Road (3900 Block)

Construct a new grade crossing for an industrial spur track over the new one-way eastbound Entrance West Service Road. The crossing will be protected with one set of sidelights mounted on the cantilevered flashing light signal installed for crossing No. 7F-4.05. Advance warning pavement markings and a stop clearance line will be located westerly of the crossing at a nonstandard distance.

Crossing No. 7F-4.09-C, NW Yeon Avenue West Service Road (3900 Block)

Construct a new grade crossing for an industrial spur track over the new one-way eastbound West Service Road. The crossing will be protected with a stop clearance line and advance warning pavement markings (as described above under "protective devices"), westerly of the crossing.

Crossing No. 7F-4.1-C, NW Yeon Avenue (3900 Block)

Close the crossing and remove the two industrial spur tracks from the roadway.

Crossing No. 7F-4.16-C, NW Yeon Avenue West Service Road (3800 Block)

Construct a new grade crossing for an industrial spur track over the new one-way eastbound West Service Road. The crossing will be protected with a stop clearance line and advance warning pavement markings (as described above under "protective devices"), westerly of the crossing.

Crossing No. 7F-4.19-C, NW Yeon Avenue (3800 Block)

Close the crossing and remove the two industrial spur tracks from the roadway.

Crossing No. 7F-4.2-C, NW Yeon Avenue West Service Road (3800 Block)

Construct a new grade crossing for an industrial spur track over the new one-way eastbound West Service Road. The crossing will be protected with a stop clearance line (as described above under "protective devices"), westerly of the crossing.

Crossing No. 7F-4.26, NW Yeon Avenue West Service Road Return to Yeon (3700 Block)

Construct a new grade crossing of the Yeon Avenue

Line main track and the 40-foot-wide exit road from the one-way eastbound West Service Road to Yeon Avenue. The crossing will be protected with a crossbuck, advance warning sign, advance warning pavement markings, and a stop clearance line on the westerly approach to the crossing. The double 4-inch wide parallel yellow reflectorized stripes installed 10 feet southerly of the track will be terminated at the westerly edge of the stop clearance line for the crossing. A "NO PARKING ZONE" not less than 60 feet in length will extend away from the crossing.

Crossing No. 7F-4.3, NW 35th Avenue Near NW Yeon Avenue

Construct a new grade crossing for the Yeon Avenue Line main track and industrial spur track across NW 35th Avenue and a roadway 44 feet in width, consisting of two travel lanes 22 feet in width. However, as 35th Avenue approaches Yeon Avenue, it is flared. At a point 35 feet southerly of the centerline of the Yeon Avenue main track, the roadway is 62 feet in width consisting from east to west of a northbound 16-foot right turn lane, a northbound 16-foot left turn lane, and a 30-foot southbound travel lane. Just northerly of the tracks the road will flare to a width of 110 feet. This crossing will be protected with traffic signals augmented with a part-time "NO RIGHT TURN" restriction signal, dwarf railroad signals interconnected (intertied) with the traffic signals augmented with three railroad STOP signs. Railroad movements will be regulated by the dwarf signals. When the traffic signals are red, northbound vehicular traffic on 35th Avenue will stop at the crossing stop clearance line located 25 feet southerly of the crossing and augmented with a "STOP HERE ON RED" sign.

Crossing No. 7F-4.31-C, NW Yeon Avenue (3600 Block)

Close the crossing and remove the two industrial spur tracks through the roadway. There has been one reported train-vehicle accident at the crossing in the last 10 years.

Crossing No. 7F-4.35, NW Yeon Avenue Entrance East Service Road (3600 Block)

Construct a new grade crossing for the Yeon Avenue Line main track and two industrial spur tracks and the entrance to the new one-way eastbound East Service Road. There will be a "NO PARKING" zone southerly and westerly of the crossing.

Crossing No. 7F-4.55-C, NW Yeon Avenue (3500 Block)

Close the crossing and remove the industrial spur track through the roadway.

Crossing No. 7F-4.76-C, NW Yeon Avenue Between 26th and 29th Avenues

Close the crossing and remove the two industrial spur tracks from the roadway.

Crossing No. 7F-4.95, NW 26th Avenue Near NW Yeon Avenue

Close the crossing and remove the Yeon Avenue Line main track from the roadway.

Crossing No. 7F-5.05-C, NW Yeon Avenue (3100 Block)

Close the crossing and remove the two industrial spur tracks from the roadway.

Crossing No. 7F-5.2-C, NW Yeon Avenue (2900 Block)

Close the crossing and remove the industrial spur track from the roadway.

Crossing No. 8P-3.8, NW 44th Avenue Near St. Helens Road

Close the crossing and remove the Pettygrove Street Line main track and industrial spur track from the roadway. There has been one reported train-vehicle accident at the crossing in the last 10 years. No injuries resulted from the accident.

Crossing No. 8P-4.0, NW Kittridge Avenue at St. Helens Road

Close the crossing and remove the Pettygrove Street Line main track from the roadway. There have been five reported train-vehicle accidents at the crossing in the last 10 years. No injuries resulted from these accidents.

The average daily traffic volume on NW Yeon Avenue varies: between Express and 29th Avenues, it is 6,550 vehicles; between 29th Avenue and N Nicolai Street, it is 11,400.

Due consideration has been given to all representations in the application, amendments, proposed order, revised proposed orders, and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, amendments, proposed order, revised proposed orders, and files of the staff, the Commission finds that relocation of an existing grade crossing, construction of seven grade crossings, and closure of

11 grade crossings are required by the public safety, convenience, and general welfare. It further found that it is neither feasible nor practical to construct separated crossings at the site of the seven new grade crossings and that the amended application as set forth in the revised proposed order should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. Authority to relocate, construct, and close crossings as requested herein is hereby granted upon condition that the authorized work shall be substantially in progress within 24 months from the entered date of this order, unless an extension of time is authorized in writing by the Commission.

2. The following railroad-highway grade crossings shall be closed:

Crossing No.	Street Name
7F-3.97-C	NW Yeon Avenue (4000 Block) between Express and 35th Avenues
7F-4.1-C	NW Yeon Avenue (3900 Block) between Express and 35th Avenues
7F-4.19-C	NW Yeon Avenue (3800 Block) between Express and 35th Avenues
7F-4.31-C	NW Yeon Avenue (3600 Block) between 29th and 35th Avenues
7F-4.55-C	NW Yeon Avenue (3500 Block) between 29th and 35th Avenues
7F-4.76-C	NW Yeon Avenue between 26th and 29th Avenues
7F-4.95	NW 26th Avenue near Yeon Avenue
7F-5.05-C	NW Yeon Avenue (3100 Block) between 26th Avenue and Nicolai Street

7F-5.20-C	NW Yeon Avenue (2900 Block) between 26th Avenue and Nicolai Street
8P-3.8	NW 44th Avenue near St. Helens Road
8P-4.0	NW Kittridge Avenue at St. Helens Road

3. Applicant shall:

   a. Relocate crossing No. 7F-4.05-C, subsequently renumbered 7F-4.05, NW Yeon Avenue (3900 block) between NW Express and 35th Avenue, in accordance with Oregon Department of Transportation drawing "NW St. Helens Road - NW Nicolai St. (Yeon)," Sheet 2 of 5, dated November 1984 revised to accommodate a 64-foot roadway, configured as set forth in the body of this order, and bear all the cost thereof;

   b. Bear all the cost of furnishing and installing the automatic protective devices, key start and circuitry, multiple track signs, and railroad STOP signs at the relocated Yeon Avenue crossing No. 7F-4.05 as ordered herein;

   c. Maintain that portion of the relocated Yeon Avenue crossing No. 7F-4.05 lying outside lines drawn two feet outside each rail of each track, for a 62-foot roadway configured as set forth in the body of this order, and bear all the cost thereof;

   d. Furnish, install, and maintain standard advance warning signs and advance warning pavement markings on the easterly approach to crossing No. 7F-4.05 in conformance with OAR 860-42-070(11), and on the westerly approach at a distance of 320 feet in advance of the crossing, and bear all the cost thereof;

   e. Furnish, install, and maintain stop clearance lines at crossing No. 7F-4.05 in accordance with OAR 860-42-070(10), and bear all the cost thereof;

   f. Close the following grade crossings and remove the rails and track material from the roadway:

Crossing No.	Street Name
7F-3.97-C	NW Yeon Avenue (4000 block) between Express and 35th Avenues,
7F-4.1-C	NW Yeon Avenue (3900 block) between Express and 35th Avenues,
7F-4.19-C	NW Yeon Avenue (3800 block) between Express and 35th Avenues,
7F-4.31-C	NW Yeon Avenue (3600 block) between 29th and 35th Avenues,
7F-4.55-C	NW Yeon Avenue (3500 block) between 29th and 35th Avenues,
7F-4.76-C	NW Yeon Avenue between 26th and 29th Avenues,
7F-4.95	NW 26th Avenue near Yeon Avenue,
7F-5.05-C	NW Yeon Avenue (3100 block) between 26th Avenue and Nicolai Street,
7F-5.20-C	NW Yeon Avenue (2900 block) between 26th Avenue and Nicolai Street,
8P-3.8	NW 44th Avenue near St. Helens Road
8P-4.0	NW Kittridge Avenue at St. Helens Road

and bear all the cost thereof;

g. Remove all Pettygrove Street Line track from its western junction point to a point easterly of NW 44th Avenue which is not less than 15 feet beyond an existing fire hydrant, and bear all the cost thereof;.

h. Relocate the Yeon Avenue Line main track from north of Yeon Avenue to immediately south of Yeon Avenue, as depicted in Oregon Department of Transportation, Highway Division, drawing "NW St. Helens Road-NW Nicolai Street (Yeon)," Sheets 2 through 5, dated November 1984, revised, and bear all the cost thereof;

i. Construct six service road grade crossings as depicted on Oregon Department of Transportation, Highway Division, drawing "NW St. Helens Road - NW Nicolai Street (Yeon)," Sheets 2 through 5, dated November 1984, revised, and bear all the cost thereof;

j. Construct the grade crossing at NW 35th Avenue near Yeon Avenue as depicted on Oregon Department of Transportation, Highway Division, drawing "NW St. Helens Road - NW Nicolai Street (Yeon)," Sheets 2 through 5, dated November 1984, revised, and bear all the cost thereof;

k. Install traffic signals at the intersection of NW 35th Avenue and Yeon Avenue and crossing No. 7F-4.3. The signals shall include a part-time "NO RIGHT TURN" restriction signal, in accordance with Oregon State Highway Division Drawing 8960 titled "Traffic Signal Installation - NW Yeon Ave." dated June 1985 (revised), and be interconnected (intertied) with railroad dwarf signals located on each side of crossing No. 7F-4.3;

l. Bear all the cost of furnishing and installing the traffic signals, part-time "NO RIGHT TURN" restriction signal, dwarf railroad signals, key start, and DC-island track circuits ordered in paragraphs 3.k., 4.b., and 4.c. herein;

m. Ensure compliance with all the provisions of OAR 860-42-116;

n. Bear all the cost of furnishing and installing one railroad crossbuck;

o. Furnish and install stop clearance lines in accordance with OAR 860-42-070(10), unless otherwise specified, at the following crossings:

-- One stop clearance line, to be located westerly of crossing No. 7F-4.06-C at a point five feet westerly of the cantilevered flashing light signal in the northwest quadrant of the crossing,

-- One stop clearance line, to be located westerly of and at the point the southern edge of the double solid yellow lines, ordered in paragraph 3.x., is 10 feet from the centerline of the spur track measured perpendicularly from the spur track at the following crossings:

-- No. 7F-4.09-C
-- No. 7F-4.16-C
-- No. 7F-4.2-C,

-- One stop clearance line to be located southerly of crossing No. 7F-4.26,

-- On each side of crossing No. 7F-4.3, NW 35th Avenue near Yeon Avenue, the stop clearance line on the south side of the tracks to be located 25 feet southerly of the centerline of the Yeon Avenue Line main track,

and bear all the cost thereof;

p. Furnish and install a "STOP HERE ON RED" sign adjacent to the southerly stop clearance line at crossing No. 7F-4.3 as ordered in paragraph 3.o. above, and bear all the cost thereof;

q. Furnish and install a "DO NOT STOP ON TRACKS" sign in the southeast quadrant of crossing No. 7F-4.3, NW 35th Avenue near Yeon Avenue, and bear all the cost thereof;

r. Unless otherwise specified in this order, all curbing shall have a vertical face and be not less than seven inches high;

s. Furnish and install an advance warning sign and advance warning pavement markings on the southerly approach to crossing No. 7F-4.3, NW 35th Avenue near Yeon Avenue, in conformance with OAR 860-42-070(11), and bear all the cost thereof;

t. Furnish and install an advance warning sign on the westerly approach to crossing No. 7F-4.26, NW Yeon Avenue West Service Road Return, in conformance with OAR 860-42-070(11), and bear all the cost thereof;

u. Furnish and install advance warning pavement markings on the westerly approach of each West Service Road crossing, except for crossing No. 7F-4.2-C, location will vary due to space limitations, and bear all the cost thereof;

v. Stripe and maintain striped, to discourage use of the center two-way left-turn lane by motorists, at crossing No. 7F-4.05 as follows:

(1) Westerly from the west track for a distance not less than 35 feet, to the point that the center left-turn refuge lane for westbound vehicles commences,

(2) Between the easterly and westerly tracks,

(3) Commencing at the most easterly track and extending easterly approximately 185 feet,

and bear all the cost thereof;

w. Stripe and maintain striped, to discourage use by motorists, the opening between the two raised medians on the southerly edge of Yeon Avenue, which allows the Yeon Avenue main track to enter the West Service Road (see Page 5, Appendix "A"), and bear all the cost thereof;

x. Stripe both the East and West Service Roads with two parallel 4-inch wide reflectorized yellow stripes separated by 4 inches. These stripes are to be located 10 feet southerly and parallel with the main track centerline, and bear all the cost thereof;

y. Post and install "NO PARKING" zones and striping as depicted on Appendix "B":

-- Commencing at crossing No. 7F-4.26 and extending away from the crossing for a distance of not less than 60 feet,

-- Commencing at crossing No. 7F-4.06-C and extending westerly for a distance of not less than 80 feet,

-- Commencing at the crossing and extending westerly for a distance not less than specified below, measured from the crossing along the southerly curb of the Service Road at the following crossings:

-- Crossing No. 7F-4.09-C - distance, 140 feet
-- Crossing No. 7F-4.16-C - distance, 160 feet
-- Crossing No. 7F-4.2-C - distance, 160 feet
-- Crossing No. 7F-4.35 - distance, 140 feet

and bear all the cost thereof.

4. Portland Terminal Railroad Company shall:

a. Subject to reimbursement as provided herein, furnish and install the following devices at the location specified: two Standard No. 2B cantilevered flashing light signals equipped with multiple track signs and two Standard No. 4 automatic gate signals at crossing No. 7F-4.05, Yeon Avenue, to accommodate a 64-foot roadway, configured as set forth in the body of this order and in conformance with OAR 860-42-070(7). The lowered automatic gate arms will be perpendicular to the roadway centerline. An additional set of sidelights shall be mounted on the mast of the cantilevered flashing light signal in the southwest quadrant of the crossing and directed at eastbound vehicles on the West Service Road. Said signals shall be activated by key start and DC-island track circuits supplemented with two railroad STOP signs;

b. Subject to reimbursement as provided herein, furnish and install three dwarf railroad signals at the NW 35th Avenue near Yeon Avenue grade crossing in accordance with Portland Terminal Railroad Company drawing No. 2264, dated "Rev. 4-10-87." Said signals to be interconnected (intertied) with the traffic signals to be installed at the intersection of NW 35th Avenue and Yeon Avenue and supplemented with three railroad STOP signs. The dwarf railroad signals shall display a red aspect at all times except when railroad movements preempt the traffic signals and they display a red aspect to all vehicular traffic. The dwarf railroad signal will then display a green aspect and railroad movements may proceed. The train preemption phase of the traffic signals shall be activated by key start and DC-island track circuits supplemented with three railroad STOP signs and interconnected (intertied) with the traffic signals;

c. Subject to reimbursement as provided herein, furnish and install six key starts at appropriate locations as follows:

-- One key start in the northwest quadrant of crossing No. 7F-4.05;

-- One key start in the southeast quadrant of crossing No. 7F-4.06-C;

-- One key start on the raised median between Yeon Avenue and Yeon Avenue West Service Road (to activate protective devices at crossing No. 7F-4.05);

-- Three key starts at crossing No. 7F-4.3, a key start in the southwest and northeast quadrants of the crossing, and one key start on the north side of the industrial spur track springing from the main track at crossing No. 7F-4.3;

d. Subject to reimbursement as provided herein, furnish and install five Standard No. 1T railroad STOP signs at the following locations in accordance with OAR 860-42-070(9) except as noted:

-- One sign in the northwest quadrant of crossing No. 7F-4.05;

-- One sign adjacent to the key start for crossing No. 7F-4.05, located on the 4-foot raised median between Yeon Avenue and Yeon Avenue West Service Road;

-- Two signs at crossing No. 7F-4.3, a sign located in the southwest and northeast quadrants of the crossing, and

-- One sign adjacent to the key start on the north side of the industrial spur track springing from the main track at crossing No. 7F-4.3;

e. Subject to reimbursement as provided herein, furnish and install one Standard No. 1 crossbuck, in accordance with OAR 860-42-070(3) and (5), in the southeast quadrant of crossing No. 7F-4.26; and

f. Maintain the automatic protective devices, circuitry, key starts, dwarf railroad signals, crossbuck, multiple track signs, and railroad STOP signs ordered herein and maintain that portion of the crossings lying between lines drawn two feet outside of each rail of each track at crossing Nos. 7F-4.05 and 7F-4.3 and the seven crossings located on the West and East Yeon Avenue Service Roads.

5. City of Portland shall:

a. Maintain that portion of each service road crossing and of the NW 35th Avenue near Yeon Avenue crossing lying outside lines drawn two feet outside each rail of each track, and bear all the cost thereof;

b. Maintain the standard advance warning sign and advance warning pavement markings installed on the southerly approach to crossing No. 7F-4.3, 35th Avenue near Yeon Avenue, as ordered herein, and bear all the cost thereof;

c. Maintain the standard advance warning sign installed on the westerly approach to crossing No. 7F-4.26, NW Yeon Avenue West Service Road Return, as ordered herein, and bear all the cost thereof;

d. Maintain the advance warning pavement markings located on the westerly approach of the West Service Road spur track crossings, as ordered herein, including crossing No. 7F-4.26, and bear all the cost thereof;

e. Maintain the stop clearance lines on each side of the NW 35th Avenue near Yeon Avenue crossing No. 7F-4.3, and on the westerly side of each West Service Road spur track crossing including crossing No. 7F-4.26, and bear all the cost thereof;

f. Maintain the two parallel 4-inch wide reflectorized yellow stripes located 10 feet southerly of and parallel with the Yeon Avenue Line main track on the East and West Service Road, and bear all the cost thereof;

g. Maintain the "STOP HERE ON RED" sign ordered in paragraph 3.p. herein, and bear all the cost thereof;

h. Maintain the "DO NOT STOP ON TRACKS" sign ordered in paragraph 3.q. herein, and bear all the cost thereof;

i. Maintain the posted "NO PARKING" zones and striping ordered herein, and bear all the cost thereof;

j. Maintain the traffic signals and part-time "NO RIGHT TURN" restriction signal ordered installed at crossing No. 7F-4.3 and interconnected (intertied) with railroad dwarf signals, and bear all the cost thereof; and

k. Ensure compliance with all provisions of OAR 860-42-116.

6. All railroad users of crossing Nos. 7F-4.05 and 7F-4.06-C, NW Yeon Avenue (3900 Block) between Express and 35th Avenue and NW Yeon Avenue Entrance West Service Road (3900 Block), respectively, shall instruct their operating personnel by employe timetable instruction or other appropriate means, that all railroad movements at these two grade crossings, shall stop short of the roadway and activate the key start for the automatic protective devices. The railroad movement shall not enter the crossing until the automatic protective devices have been activated for at least 20 seconds and the automatic gate arms are fully lowered at crossing No. 7F-4.05. Railroad movements may proceed after complying with OAR 860-42-096 and it is safe to do so.

7. All railroad users of crossing No. 7F-4.3, NW 35th Avenue near NW Yeon Avenue, shall instruct their operating personnel by employe

timetable instruction or other appropriate means that all railroad movements shall stop short of the roadway and activate the key start to commence the train preemption of the traffic signals that are the protective devices at the crossing. The railroad dwarf signal, which is interconnected (intertied) with the traffic signals, will display a green aspect when train preemption is in effect. If the traffic signals are inoperative, or if the dwarf signal fails to provide a green aspect, the railroad movement may proceed after flagging the crossing and all vehicles approaching the crossing have stopped.

8. All railroad movements operating on the Yeon Avenue East and West Service Roads shall operate at reduced speeds, prepared to stop if vehicular traffic fouls the track.

Made, entered, and effective JANUARY 29 1988.

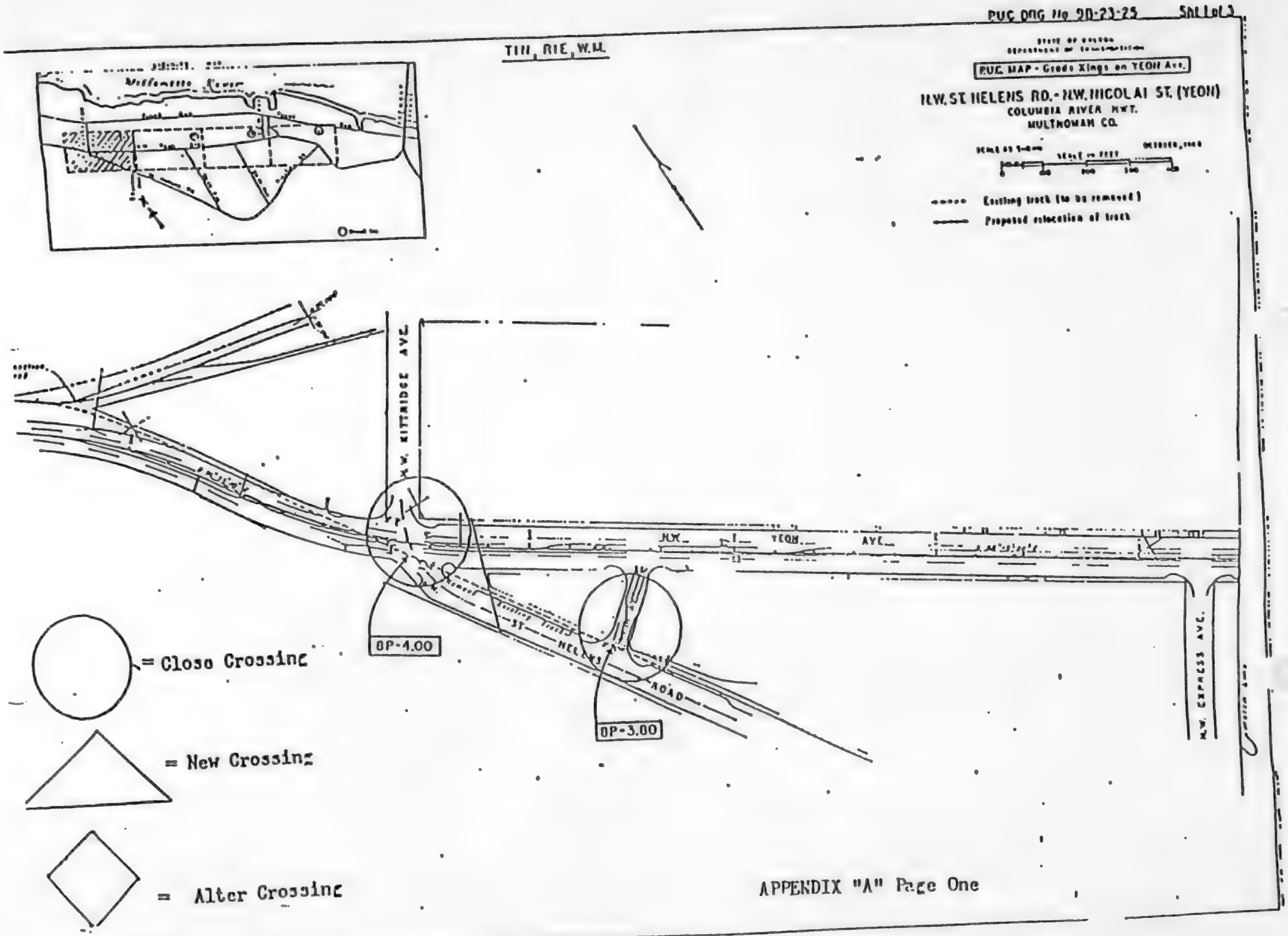
RON EACHUS
Commissioner, Chair

PAUL COOK
Commissioner

PUBLIC UTILITY COMMISSION OF OREGON

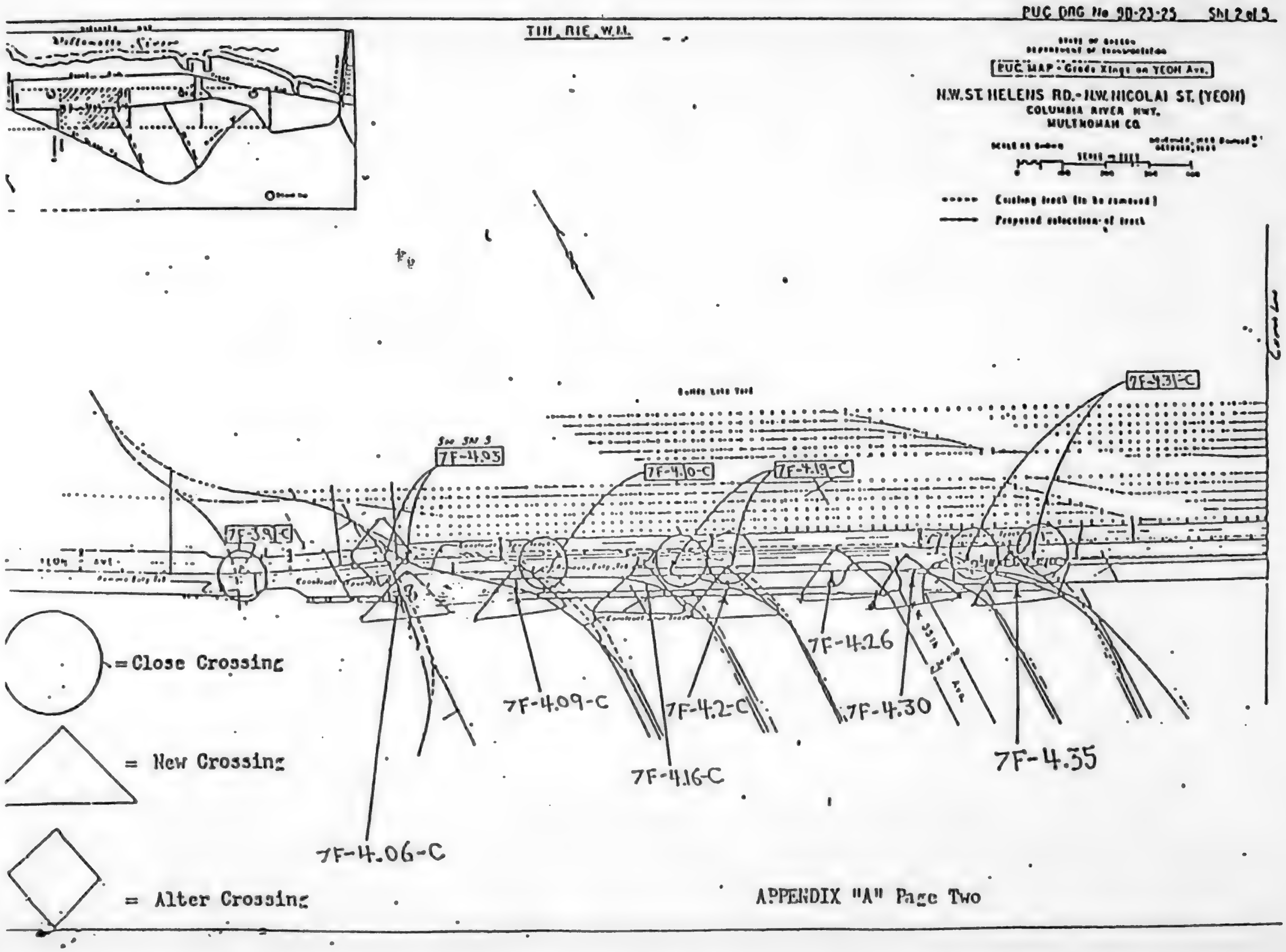
NANCY RYLES
Commissioner

ah/0339I

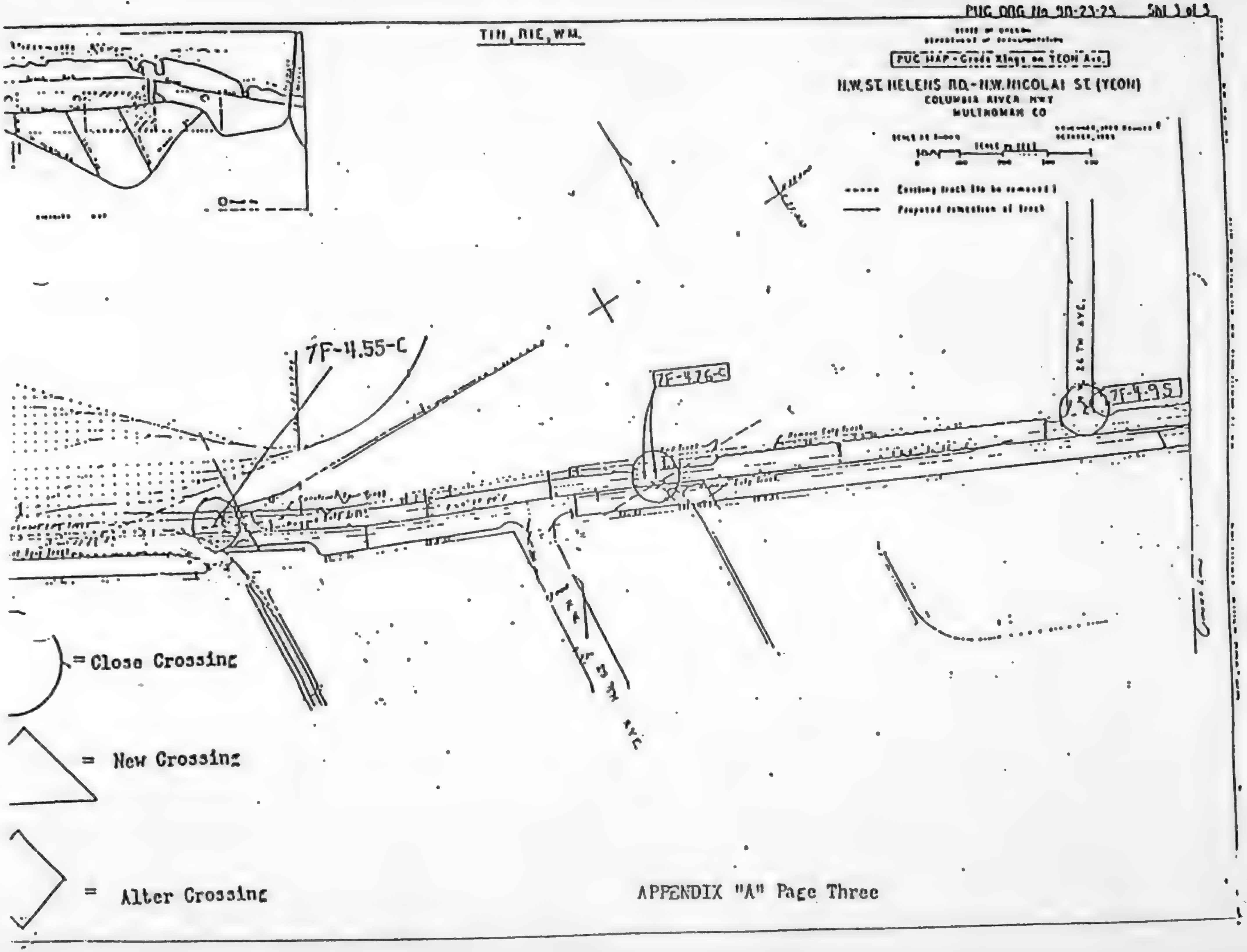


PUC DWG No 90-23-25
Sht 1 of 3
PUC MAP - Grade Xings on YEON Ave.
N.W. ST HELENS RD. - N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.
Existing track (to be removed)
Proposed relocation of track
T1N, R1E, W.M.
Willamette River
N.W. KITTRIDGE AVE.
N.W. YEON AVE.
N.W. EXPRESS AVE.
ST HELENS ROAD
OP-4.00
OP-3.00
= Close Crossing
= New Crossing
= Alter Crossing

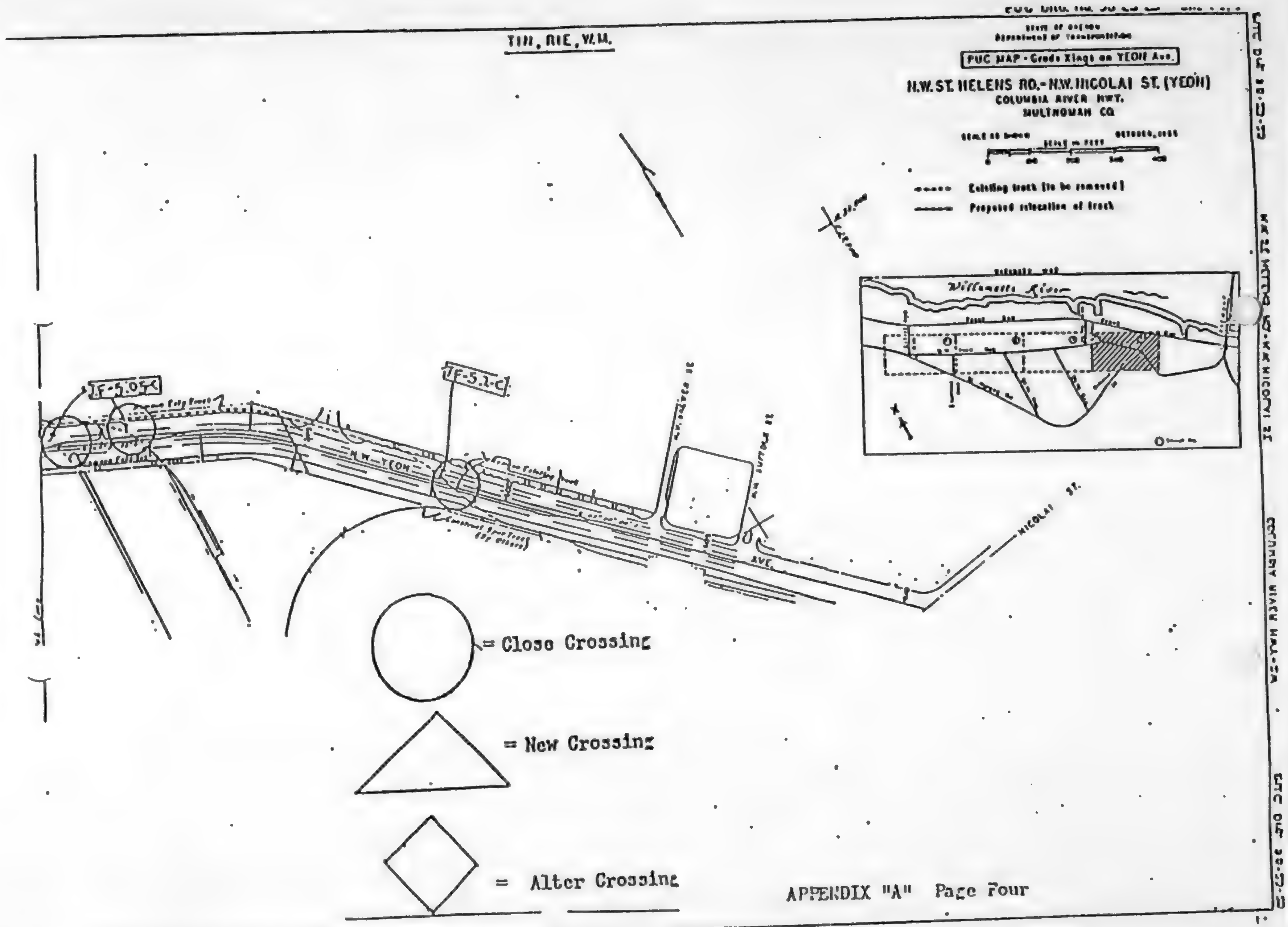
APPENDIX "A" Page One

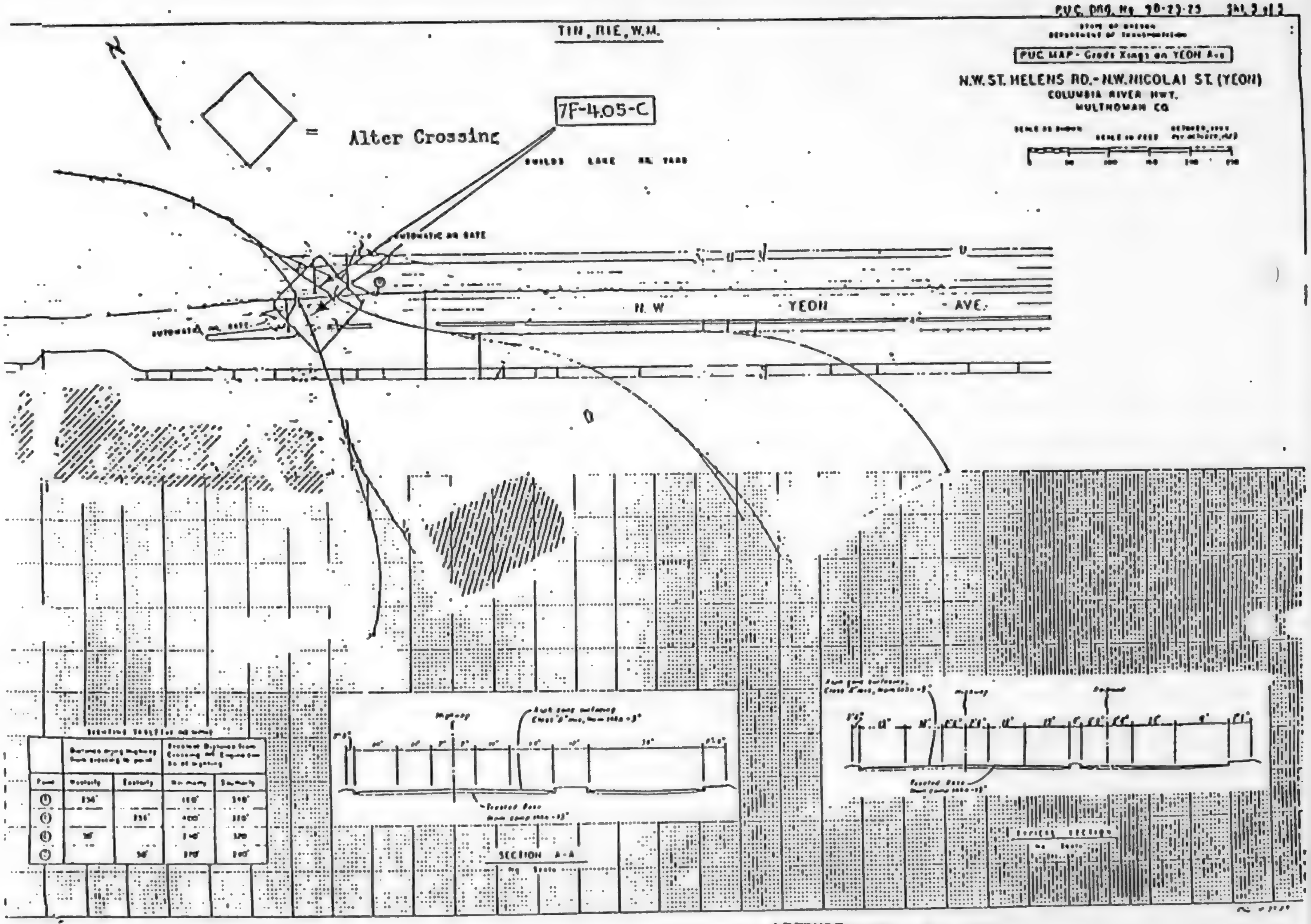

PUC DWG No 90-23-25 Sht 2 of 5
PUC MAP - Grade Xings on YEON Ave.
N.W. ST. HELENS RD. - N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.
T1N, R1E, W.M.
Willamette River
YEON AVE
See Sht 5
7F-4.03
7F-3.9 C
7F-4.10-C
7F-4.19-C
7F-4.31-C
7F-4.06-C
7F-4.09-C
7F-4.16-C
7F-4.2-C
7F-4.26
7F-4.30
7F-4.35
N 35th Ave
= Close Crossing
= New Crossing
= Alter Crossing

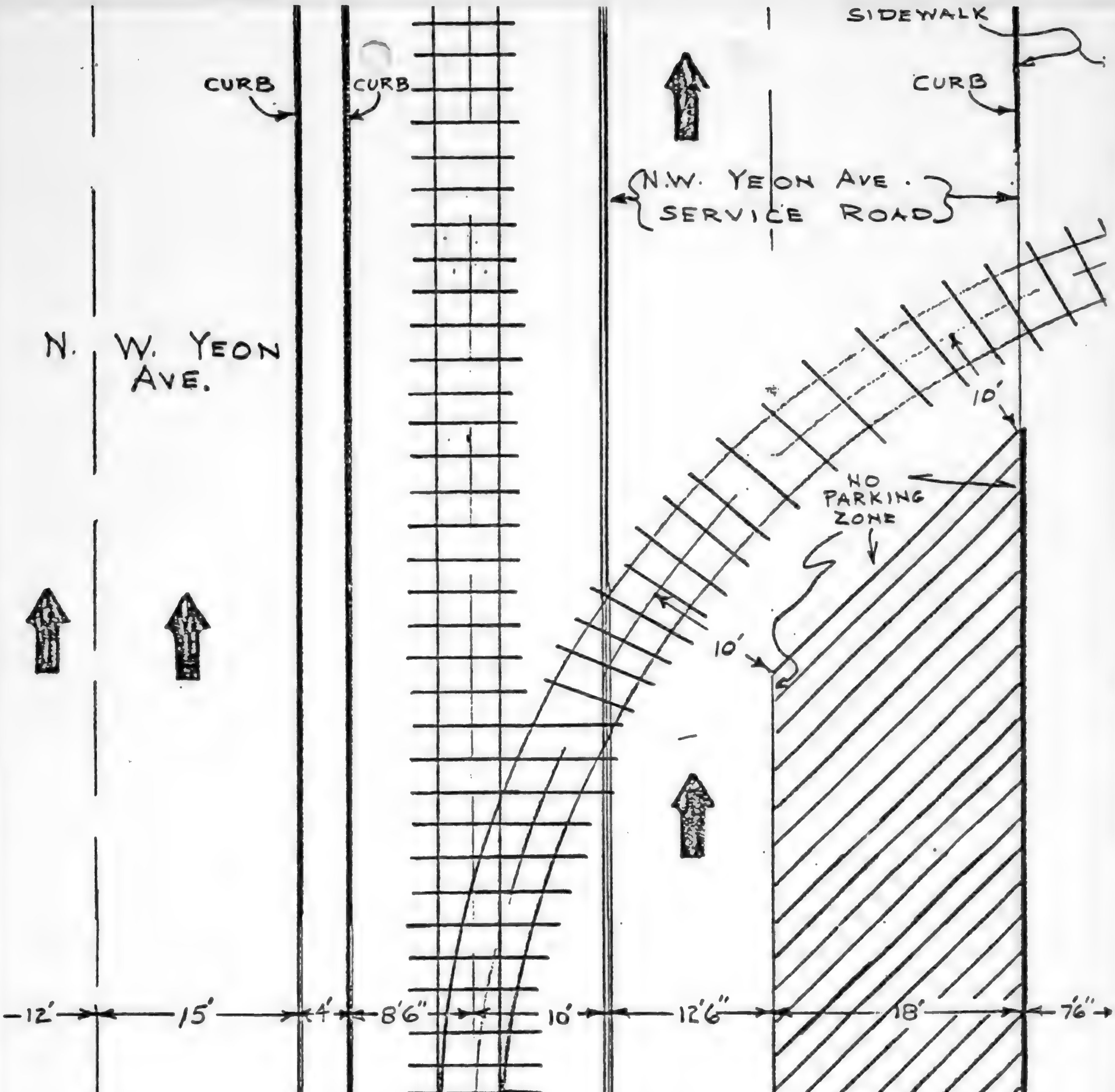
APPENDIX "A" Page Two


PUC DOC No 90-23-23 Sht 3 of 3
PUC MAP - Grade Xings on YEON Ave.
N.W. ST. HELENS RD. - N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY
MULTNOMAH CO
Existing track (to be removed)
Proposed connection of track
T1N, R1E, W.M.
7F-4.55-C
7F-4.76-C
7F-4.95
26 TH AVE.
23 TH AVE
= Close Crossing
= New Crossing
= Alter Crossing

APPENDIX "A" Page Three


TIN, RIE, W.M.
PUC MAP - Grade Xings on YEON Ave.
N.W. ST. HELENS RD.-N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.
Existing track (to be removed)
Proposed relocation of track
Willamette River
F-5.05-C
F-5.1-C
N.W. YEON
AVE.
NICOLAI ST.
= Close Crossing
= New Crossing
= Alter Crossing


PUC DRG. No. 90-23-23 SHT. 3 of 3
PUC MAP - Grade Xings on YEON Ave
N.W. ST. HELENS RD.-N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.
TIN, RIE, W.M.
N
= Alter Crossing
7F-4.05-C
AUTOMATIC RR GATE
N. W
YEON
AVE.
SECTION A-A


SIDEWALK
CURB
CURB
CURB
N.W. YEON AVE. SERVICE ROAD
N. W. YEON AVE.
10'
NO PARKING ZONE
10'
12'
15'
4'
8'6"
10'
12'6"
18'
7'6"
STOP LINE ACROSS FROM POINT OF SWITCH

5-6-87

SKETCH
YEON AV. SERVICE
"NO PARKING" ZONE
AND STOP
CLEARANCE LI
LOCATION
APPENDIX "B"

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-1(38)

2. STATE PROJECT NO.

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 7 '88
REFER TO
[illegible]

7. DATE AUTHORIZATION EFFECTIVE
November 20, 1987

8. FEDERAL ROUTE NUMBER
FAP 1

9. STATE ROUTE NUMBER
2 W

10. GENERAL LOCATION:
N. W. St. Helens Rd. - N. W. Nicolai St.

11. GENERAL DESCRIPTION OF WORK
Weed Control

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/20/87 as requested in Mr. Fredrickson's letter of 12/17/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 13 is approved to a TEC of $3,000; Federal Funds $2,550.

14. DATE
1/4/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: December 21, 1987

FROM: Cam Gilmour, Manager
Program Section

Original Signed By
Joe Speight

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-1(38)
N.W. St. Helens Rd.-N.W. Nicolai St. (Portland) Section
Multnomah County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$10,108,178	$10,124,731	$ 16,553

Please arrange for updating of MSD's records to show this change.

DDB:bkw
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1387

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: December 18, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original signed by
Cam Gilmour

From: Cam Gilmour, Manager
Program Section

Subject: Railroad Agreement
Project No. IX-1(24)
N.W. St. Helens Rd. - N.W. Nicolai St. (Portland) Section
Lower Columbia River Highway
Multnomah County

Enclosed for your file is a copy of a fully executed deed between Portland Terminal Railroad and Burlington Northern Railroad and the State Highway Division, giving the State fee title to 1.37 acres under file 52972 for a consideration of $207,016.71.

RDF:me
Encl.
cc: R. Trygstad ✓
General Files ✓

Form 734-3122 (1-87)

STATE OF OREGON

INTEROFFICE MEMO

ROW 18-2

TO: Fran Neavoll
Commission Services

DATE: December 9, 1987

FROM: Roger Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Northwest St. Helens Road - Northwest Nicolai St (Portland)
(Section)
Northwest Yeon Avenue
Columbia River Highway
Right of Way File 52972

Attached is a copy of a fully executed deed giving the State fee title to property along Northwest Yeon Avenue. This was necessary for the widening of Yeon Avenue.

RDT:hv
attachment

cc: D.E. Wilken, FHWA w/copy
Rick Kuehn w/copy
Harold E. Broderick w/copy
Cam Gilmour w/2 copies
Roger Hansen w/copy
Jock Elliott w/original and copy

Jock: Please arrange for a check in the amount of $207,016.71 to be sent to the Portland Terminal Railroad Company. Please also have the deed recorded and advise me of the recording data so that I can pass it on to the Railroad. After recording, the original of this document should be sent to Fran Neavoll.

Roger Trygstad- Did you ever receive original of this?
We need original for General Files.
Regina Bochsler 10-7-88
Commission Services

Pg 47
in 87
agree book

Original already in Gen. Files 10-13-88

RECEIVED
DEC 10 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) NW St. Helens Rd. - NW Nicolai St.		WEEK ENDING Saturday, November 14, 1987
		CONTRACT NO 10148
HIGHWAY Yeon Avenue	COUNTY Multnomah	F A PROJECT NO IX-1(38)
CONTRACTOR Tri-State Construction, Inc.	KIND OF WORK Grade, Pave, Signal, Sign, Landscape & Building	DATE OF AWARD December 2, 1985

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 13,219,589.70	AUTHORIZATION	$ 1,120,000.00
ESTIMATED PROJECT COST	$ 12,000,000.00	COST THIS WEEK	$ 2,500.00
		TOTAL TO DATE	$ 1,105,000.00
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	7.5 %	PERCENT OF AUTHORIZATION	98 %

FIRST NOTIFICATION DATE: January 22, 1986
ESTIMATED DATE OF COMPLETION, OR: November 9,1987
SECOND NOTIFICATION DATE AND: November 21, 1987
ESTIMATED SEMIFINAL SUBMITTAL DATE: November 27, 1987
AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 2
PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
- - -	11/9/87 (Revised)	- - -	- - -	- - - -	--YES--

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	~~STRUCTURES~~ Sign/Bldg.	Landscaping
ORIG. CONTRACT QUANTITIES	59,348 CY	80,000 T	39,000 T			
EST. CORRECTED QUANTITIES	59,221 CY	89,000 T	40,597 T			
EST. PERFORMED TO DATE	59,221 CY	89,000 T	40,597 T			
PERCENT PERFORMED TO DATE	100%	100%	100%	100%	100%	100%

ACTIVITIES THIS WEEK:

Dirt & Aggregate : Worked on punchlist Items, Manholes & sewer lines, same as last week.

PROJECT COMPLETED WITH THE EXCEPTION OF MINOR CORRECTIVE WORK!!

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Continuation of punchlist work.

CE ___ CAE ___
CGE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___

RECEIVED
NOV [illegible] 1987
CONSTRUCTION
SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CC ___
PCC ___
GCC ___
FILE ___

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Harold E. Broderick

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00049

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 10 '87
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE July 15, 1987
8. FEDERAL ROUTE NUMBER FAP 1
9. STATE ROUTE NUMBER 2 W

10. GENERAL LOCATION:

N. W. St. Helens Road - N. W. Nicolai St.

11. GENERAL DESCRIPTION OF WORK

Permanent striping and sign modification work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/15/87 as requested in Mr. Fredrickson's letter of 7/30/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 12 is approved to a TEC of $8,000; Federal Funds $6,800.

14. DATE 8-6-87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JUL 7'87
REFER TO Fredrickson
FOR

REGION NO. 10	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon cy 7/9
IN COMPANY WITH Bud Broderick and Marion Craft; OSHD			
DATE OF INSPECTION 6/16/87	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer		PROJECT NO. IX-1(38)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 67 %	WORK COMPLETED 89 %

N. W. ST. HELENS RD. - N. W. NICOLAI ST.
YEON AVENUE
Grading, Paving, Drainage, Railroad, Signing, Signals & Landscaping

SCOPE OF INSPECTION:

The purpose of this inspection was to discuss design related concerns, quality of materials and change orders.

WORK COMPLETED AND IN PROGRESS:

Remaining work includes 8% (± 3000 tons) top lift A.C. at the intersection of Yeon Ave. and Hwy 30, 10% signals and 13% landscaping.

Work in progress during this inspection included; paving curb and sidewalk at the intersection of Yeon Ave. & Hwy 30, and landscaping throughout the project.

COMMENTS:

The Project Manager is to be commended for the excellent results given the piece meal nature of constructing the pavement around the numerous railroad spur lines. The project looks good and provides a smooth ride.

The completed N. W. Front Ave. - N. W. Yeon Ave. connection is expected to open to traffic within days. Local traffic is primarily using the completed N. W. St. Helens - N. W. Nicolai St. Yeon section. Full use of both completed projects is not anticipated until the N. W. Nicolai St. - W. Fremont Interchange section is completed in June, 1988. Traffic control looked good and appeared to be functioning well.

A meeting was held 6/23/87 with representatives of the City of Portland, OSHD, FHWA, PUC and four companies concerning ingress and egress to the newly constructed Yeon frontage road west of 35th. Local business concerns included:

1) Trucks traveling west on Yeon Ave., especially the 70' to 110' trailer combinations, cannot make the short radius left turn to enter the eastbound frontage road in front of the American Steel Company.

2) The frontage road exit adjacent to 35th may be subject to blockage if the Yeon queue for the signal at 35th does not clear the intersection during its green phase.
3) Trucks exiting the frontage road cannot make the short radius right turn onto 35th.
4) Safety (i.e., speed limit) considerations on the frontage road given the high truck volume and the ± 20 daily train deliveries (± 10 from 7:00 A.M. till 6:00 P.M.)
5) The City, County and PUC are using the frontage road occasionally as an inspection station location to check truck weights and breaks.

PUC concerns include:
1) The potential for eastbound Yeon traffic attempting to "beat" a switching train by using the frontage road.
2) Truck ingress and egress through the railroad concrete island openings is anticipated to continue even though traffic markings will restrict such movement. The volume of said movement was observed to be significant. It was also observed that said movement could continue between the Yeon Ave. gates during a switching operation.

Another concern, given the tangent nature of Yeon up to the Frontage Road and the jog out for the frontage road, is the potential that through traffic might confuse the frontage road for a thru-lane.

Various ingress/egress alterations are under consideration to address the above mentioned problems and will be addressed in the next inspection.

A high volume of truck traffic enter and exit the Burlington Northern Hub Center. The driveway width was increased from 40' to 90' to better accomodate the truck movements.

The topsoil used on the project was found to contain a significant amount of Yellow Nut Sage weed. This weed is being sprayed regularly in an effort to eliminate it and ivy planting is being delayed until the Fall after the weed is destroyed.

Overall, the A.C. test records indicate high quality materials and compaction with a net bonus of $24,370 to date. One lot, representing 2,395 tons of Class "B" mix was out on the #200 sieve (quality level - 42%) resulting in a $291 penalty. The A.C. testing printout detailing acceptance test results, quality levels and pay factors is attached to the Division Office copy of this report.

The planned signing had numerous errors and was oversized for the available ROW. A price agreement was processed for the redesigned signing. Another price agreement has also been prepared to provide for landscape revisions requested by the City of Portland.

- LMH -

June 3, 1987

Mr. Glen R. Marshall
Manager
Portland Terminal Railroad
Company
Room 209 Union Station
Portland, OR 97209

NW St. Helens Rd. - NW Nicolai
St. (Portland) Section
NW Yeon Avenue
Multnomah County
ODOT Agreement RR-1196
PTRR File No. 1150

RAILROAD COMPANIES
FILE No. 1196

Dear Glen:

Returned herewith are the fully executed Burlington Northern and Portland Terminal counterparts of the Supplemental Agreement relating to crossing protection at NW 29th Avenue. You may proceed with this work.

Cordially,

RD Trygstad

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jkh

Enclosure

bc: D. E. Wilken, FHWA w/copy
Fran Neavoll w/original ✓
C. O. Fredrickson w/copy
Joe Speight w/2 copies
Harold Broderick w/copy
Rick Kuehn w/copy

NOTE to H. Broderick - You may have to prepare a State Force Order for this work.

OK August

RECEIVED
JUN -4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Agr on pg. 56
1986 Agr. Book

entered on pg 47
of 87 bk

10,148

RECEIVED
DOT DIRECTOR
MAY 13 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FOSTER

L.B.FOSTER COMPANY

P.O. Box 23973
Oakland, CA 94623
(415) 489-7000

PRELIMINARY NOTICE - OREGON (Public)

NOTICE: To public agency and original contractor or reputed contractor as required by Oregon lien laws.

#014446

TO: State of Oregon
Public Agency
Department of Trans.
Salem, OR 97310

DATE: 1 1 1987

TO: Tri-State Construction
Contractor
3445 Front Street
Portland, OR 97240

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 2,000 lf - 2" Nominal 2-3/8" O.D. x .154 wall carbon steel pipe

Equipment or materials for a total estimated price of $ 2,000.00
Two Thousand Dollars

For the building, structure, or other work of improvement located at:
N.W. St. Helens to N.W. Nicalai, Portland, OR. Contract #10148

The name of the person (or persons) who contracted for the purchase or rental of said materials or equipment is:

M-R Pierce Constructors, Inc.
P.O. Box 80
West Linn, OR 97068

RECEIVED
MAY 14 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BY:
L. B. FOSTER COMPANY

Rail, Construction, and Tubular Products
Architectural Hardware Products
Bank Equipment Products
1837 Whipple Road, Hayward, CA 94544

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)
2. STATE PROJECT NO. See Below
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00049
2A. COUNTY NAME Multnomah
6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 13, 1987
8. FEDERAL ROUTE NUMBER FAP 1
9. STATE ROUTE NUMBER 2 W

10. GENERAL LOCATION:
St. Helens Rd. - N. W. Nicolai St. (Portland)

11. GENERAL DESCRIPTION OF WORK
Furnish water and electrical power for irrigation system.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/13/87 as requested in Mr. Fredrickson's letter of 4/8/87 as being cost effective for the use of the City of Portland forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $800; Federal Funds $680.

RECEIVED
STATE HWY ENGR
APR 21 '87
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 4/17/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

2A. COUNTY NAME Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 25 '87
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE May 7, 1986

8. FEDERAL ROUTE NUMBER FAP 1

9. STATE ROUTE NUMBER 2 W

10. GENERAL LOCATION:
N. W. St. Helens Rd. - N. W. Nicolai (Portland)

11. GENERAL DESCRIPTION OF WORK
Inspect and survey existing sewers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/7/86 as requested in Mr. Fredrickson's letter of 3/10/87 as being cost effective for the use of City of Portland Bureau of Maintenance forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $10,000; Federal Funds $8,500.

14. DATE 3/23/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

10,148

STATE OF OREGON
ROAD DESIGN SECTION

INTER-OFFICE MEMO
DES 16

TO: Harold Broderick
Project Manager

DATE: February 11, 1987

FROM: Michael Lucker
Landscape Designer

Michael J. Lucker

SUBJECT: Irrigation Submittals
N.W. St. Helens Rd. - N.W. Nicolai St. (Portland) Sec.
N.W. Yeon Ave., Multnomah County
Contract No. 10,148

Our recommendations on the Contractor's submittals are:

1. Bell end P.V.C. pipe is only acceptable if bell ends are sawed off before installation and solvent-welded joints are used.
2. Controller is acceptable. Alternate-Rainbird RCM series.
3. Fabricated controller pedestal is not acceptable on the basis of appearance and susceptibility to vandalism. We suggest using Rainmaster Pedestal RMPED-1. Contractor's cost is 75.00 each. If city concurs, fab. unit is o.k.
4. Electric valve is acceptable.
5. 14 gauge U.F. wire to valves is not acceptable. Our Standard Specifications say 12 gauge is required.
6. Valve boxes are acceptable.
7. Double-check valve assembly is acceptable
8. Drip irrigation parts are acceptable.
9. Pressure regulator is acceptable.
10. Toro "Funny Pipe" is acceptable - except add a "Marlex" street ell between the bottom of the head and the Toro elbow.
11. Quick-coupling valves are acceptable.
12. Sprinkler heads are acceptable.
13. Gate valves are not acceptable - standard details and standard specification calls for double-disk type such as Hammond No. IB631.

ML:tjs

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(20)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

2A. COUNTY NAME Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 31, 1985

8. FEDERAL ROUTE NUMBER FAU 9262, 9302 & Primary 1

9. STATE ROUTE NUMBER City Street & Primary 2

10. GENERAL LOCATION:
N. W. St. Helens Road - N. W. Nicolai Street Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 12/19/86, this will confirm the advance approval date of 7/31/85 contingent upon modification of Project Agreement if additional funds are required for the replacement of a water vault on a lump sum cost basis $1,666.67; Federal Funds $1,417.

The Agreement with the City of Portland Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JAN 14 '87
REFER TO
Potter
FOR

Orig. to
1/15

14. DATE 1/13/87

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

HE HAMILTON ELECTRIC INC.
ELECTRICAL CONTRACTING

December 24, 1986

Mr. Ed Gossack, President
Capital Enterprise & Engineering Corp.
P.O. Box 12688
Salem, Oregon 97309

Re: Contract #10148
N.W. St. Helens Rd.-N.W. Nicolai (Portland)

Dear Ed:

We were extremely disturbed today to receive the copy of your December 22, 1986 letter to Mr. Robert W. Gormsen of the Department of Transportation regarding a claim for past due invoices on this project. You invoiced us for the controllers when they were sent to the lab on September 12, 1986. I am enclosing copies of the Department of Transportation reports from the Traffic Signal Services Unit (which you received copies of) which show that the chamber approval on this equipment did not occur until November 17, 1986.

You are aware the Department of Transportation will not pay for controllers until they have completed laboratory testing. I think you are also aware that the Department of Transportation has been very slow paying for materials on hand recently and the best that one can possibly hope for is 30 to 45 days after the date the materials have been delivered to the job and usually much slower. In this case, it would mean approximately the first of January, 1987. We were also very surprised that you would not call either Ken or myself directly to discuss this with us rather than just sending a letter of this type.

Very truly yours,

Emerson Hamilton

cc: Mr. Robert W.Gormsen, Commissioned Services, ODOT
Tri State Construction, Attn: Larry Thompson

12/22/86 letter returned to Capital Enterprise due to their phone call of 12/24/86 canceling their claim
Fran

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 19, 1986

In Reply Refer to
File No

RECEIVED
STATE HWY ENGR
DEC 23 '83
REFER TO
FOR

Info	Inve.	R/D	D/R	Sign	Act	[illegible]

NOTED
E. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Water Vault Replacement
Bureau of Water Works
City of Portland
N.W. St. Helens Road - N.W. Nicolai Street Section
N.W. Yeon Avenue
Multnomah County
P.E. Project No. IX-0000(20)

Here is a copy of a Billing of Cost submitted by the Bureau of Water Works, City of Portland for the replacement of a water vault at 3033 N.W. Yeon Avenue (Highway Station 594+00 ± right) dated December 8, 1986. The billing is in the amount of $3,333.34.

During the demolition of a sidewalk, required to accommodate the construction of the project, the State's contractor demolished the top of the water vault. The demolition of the top of the vault resulted in the vault having to be reconstructed. The vault, under normal circumstances, would have required adjustment.

Harold E. Broderick, Project Manager, met with representatives from the Bureau of Water Works and the State's contractor and established a cost sharing responsibility for the reconstruction of the vault. The Bureau of Water Works wanted to increase the size of the vault, the State's contractor accepted responsibility for his damage to the vault and the State Highway Division accepted cost responsibility because the vault would have had to been adjusted. It was agreed that each of the three parties would share in one-third of the reconstruction cost, not to exceed $5,000.

The vault reconstruction has been completed at a total cost of $7,938.54. The billing submitted by the Bureau of Water Works in the amount of $3,333.34 covers the Oregon State Highway Division and the contractor's share of the vault reconstruction cost. One half of the billed amount, $1,666.67, will be back-billed to the State's contractor.

There is a betterment derived from the reconstruction of the water vault, and this has been provided for in the negotiated settlement for the reconstruction costs.

Your approval of the lump sum agreement as evidenced above and participation in the State's share of the reconstruction cost, $1,666.67, is requested. The State's share of the cost will be paid for under OFW No. 07, previously written to cover water facility relocations of the subject project. Original authorization date for water facility relocation work is July 31, 1985.

JMC:jr

cc: E. S. Hunter
J. M. Cartwright
H. E. Broderick
Larry Olson

10,148

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

November 13, 1986

10,148

Mr. William Grimm
Donworth, Taylor & Co.
1111 Third Avenue
Seattle, WA 98101

Gentlemen:

It is our understanding that you represent Transco Pacific Company. Please be advised that Transco Pacific Company is delinquent in payment of fringe benefits to the Operating Engineers Trust Funds in the amount of $2,438.07. This is based on review of certified payrolls through the week ending 9/25/86. It is our understanding that additional amounts will be due for October, 1986.

By copy of this letter we are notifying Tri-State Construction, Railroad Maintenance and Industrial Trusts, and Oregon Department of Transportation of our claim.

We would appreciate being advised when we may expect payment.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: Tri-State Construction
Railroad Maintenance and Industrial Trusts
✓Oregon Department of Transportation

no resp rec.

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

I.U.O.E. Local 701

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CHARLES WALLING, Vice Secretary
CHARLES MARLIN
FRANCIS WICKLANDER

AGC Oregon-Columbia Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

10,148

November 12, 1986

Tri-State Construction Co., Inc.

Compliance Review of EEO Requirements.

SEE: PER 9 - M.B.E.

jc cc: D (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
NOV 10 '86
REFER TO Fredrickson
FOR
Info | Inve | R/D | D.R | Sign | Act | File

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION by Oregon 11/12

IN COMPANY WITH
Bud Broderick and Marion Craft; OSHD

DATE OF INSPECTION 10/29/86	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Highway Engineer	PROJECT NO. IX-1(38)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 45 %	WORK COMPLETED 62 %

N. W. ST. HELENS RD. - N. W. NICOLAI ST.
YEON AVENUE
Grade, Pave, Drainage, Railroad, Signs & Signal

NOTED
V. E. SCHWART

Scope of Inspection:

The purpose of this inspection was threefold:

1. Review the project manager's monitoring of the DEB/WBE program as part of the Division's Emphasis Area, "Commercially Useful Function of DBE/WBE Contractors".
2. In-depth review of test records and test frequencies for cement treated base (CTB) and asphalt concrete, and
3. Review of price agrements, extra work orders, and force account work.

Work Complete and in Progress:

Grading is 80% complete, the base pavement structure is 83% complete and paving is 26% complete. Railroad spur-line track work has progressed from the west end of the project to station ± 547+00.

Work in progress during this inspection included:

1. Placement and compaction of CTB at 29th & Yeon and Station ± 528+00.
2. Railroad sub-ballast and track work at two locations in or around Station 547+00, and
3. Sidewalk concrete pour at ± 597+00.

Comments:

This inspection included a review of documentation including; (a) original identification of DBE/WBE contractors including bid items and dollar amounts, (b) DBE/WBE subcontracts, (c) monthly documentation from the prime concerning DBE/WBE activity, and (d) daily progress reports which list subcontractors daily activities. Toombs Trucking was originally slotted for $65,000 subcontract work, but was dropped when they came under investigation as a legitimate DBE contractor. Dirt and Aggregates' (DBE) subcontract was increased to make up the difference. The project manager and project records indicate that the DBE/WBE's are accomplishing their own items and that any sharing of equipment and personnel are in accordance with standard industry practice.

The CTB is expected to overrun 15% and asphalt concrete is expected to underrun. The typical section has been modified to provide for substituting CTB for AC where AC is called for in depths in excess of 9 inches. Efforts are being made to minimize traffic during the 96 hour CTB cure period. CTB test frequencies were checked and test results were reviewed. The nuclear density frequency was reduced from 5 tests per 1000 tons to 1 test every 500 tons. The project manager had requested that the frequency be reduced because no problems have been encountered and Jerry Wimer (Const. Op. Eng), agreed. ± 12% of the aggregate was outside spec which is within the allowable 15% to be considered in "substantial compliance". The 13" CTB depth is being placed in a series of layers in one continuous operation. Work limits are minimzed so as to place the fill depth as close as possible to the allowable 2 hr. limit. The AC records were also reviewed. The first lot's production was out on the 1/4" and #200 sieves which resulted in a .996 pay factor. A new mix design was developed resulting in the second lot's production receiving a 1.022 pay factor.

Price agreements, extra work orders, and contract claims include:

1. A ± $60,000 contract claim is anticipated involving pipe jacking. The 20 ft/day progress was reduced to 3 ft/day for 100 ft. where abandoned railroad trestle piling were encountered.

2. An extra work order was prepared for 300 ft of Northern Lake Yard track which needed to be transitioned to accomodate a grade differential resulting from a track relocation on the east end of the Yard.

3. A price agreement is being prepared involving utility poles which were relocated to be coincident with the construction of a gravity wall. Increased cost involves additional forming and an increased number of pours necessary to provide joints at the poles.

4. Numerous utility conflicts encountered in the reconstruction of spur lines outside ROW are being handled by force account.

5. A price agreement was prepared to lower the quality requirements for temporary base rock used to maintain local business accesses. The unit cost was reduced from $12 to $5 per ton. While the

quantity is expected to overrun, the reduced cost should result in no overall increase to the project cost.

6. The reconstructed Silver Eagle Trucking Company access has a steep grade which has resulted in triple combination unit tops colliding. Current negotiations are leaning toward providing a new access from St. Helens Rd.

7. An extra work order was prepared to raise the grade around Station 575+00 to allow trucks to get over the railroad in negotiating the access.

8. An extra work order will be prepared to provide gates for approximately six relocated accesses which presently have fenced lots.

9. In lieu of closing Front St. for two weeks with the necessary public notice, the contractor chose to jack the pipe under the roadway. Since the remaining manhole work could be completed in one day, an agreement was reached to complete the work on Saturday when traffic is minimal and could be detoured through a city parking lot. The forthcoming price agreement will reimburse the contractor for the overtime differential necessary to complete the work on Saturday.

10. The inter-connect between the railroad signals and street signals was found to be electronically incompatible and will be handled either by price agreement if the incompatible hardware can be identified or by force account with Burlington Northern at a later date.

Traffic control (signing and flagging) was reviewed and found to be adequate.

- LMH -

1.1858756

jc

U. S. DEPARTMENT OF TRANSPOR[illegible]TIO
FEDERAL HIGHWAY ADMINIS[illegible]TI

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(20)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 14, 1986

8. FEDERAL ROUTE NUMBER FAU 9262, 9302 & Primary 1

9. STATE ROUTE NUMBER City Streets & Primary 2

10. GENERAL LOCATION:

N. W. St. Helens Rd. - N. W. Nicolai St. Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 10/14/86 this will confirm the advance approval date of 10/14/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the inspection of sanitary sewer line facilities on an actual cost basis estimated to be $4,624; Federal Funds $3,931.

The Agreement with the City of Portland, Bureau of Environmental Services is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 27 '86
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
10/27

14. DATE 10/24/86

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,148

October 20, 1986

Roger Langeliers, Secretary
Walt's Concrete Company
945 N. 28th Street
Springfield, OR 97477

CON 3

RE: NW St. Helens Road - NW Niclolai Street
FAP No. IX-1(38)
Contract No. 10,148
Wage Rates - Cement Masons

This is in response to your October 6, 1986 letter concerning the wage rates for cement masons.

Prior to the November 21, 1985 bid opening, prospective contractors who had obtained bidding documents were sent Revision Letter No. 3 containing the wage rate for cement masons. This modification lists the cement mason wage rate at $17.19 per hour. Each bidder, therefore, was put on notice to consider the increased wage rate for cement masons.

The prime contract was signed including this rate change. Each subagreement contained the wage rates for all classes of work. The Special Provisions of the contract are clear as to the hourly amounts to be paid all employees.

This is not an issue to be resolved by the U. S. Department of Labor, but rather a contract administration issue.

The proper wage rate for cement masons is $17.19 per hour as called for in our contract with Max J. Kuney Company.

RECEIVED
STATE HWY ENGR
OCT 23 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORIGINAL SIGNED BY

O. B. Jackmond
Contract Administration Engineer

OBJ:JLW:sc

bc: Larry Rulien
Jack Sollis
Rick Kuehn
Harold Broderick
Thomas Jones, Jr.

10201s

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 14, 1986

In Reply Refer to
File No.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Sanitary Sewer Line Inspection
Bureau of Environmental Services
City of Portland
N.W. St. Helens Rd. - N.W. Nicolai St. Section
N.W. Yeon Avenue
Multnomah County
Project No. IX-0000(20)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to inspect sanitary sewer line facilities dated August 27, 1986.

A certification prepared by Richard L. Fleming as to the City's rights in the street area occupied by their facilities is in our files.

The work was not originally anticipated. The State Highway Division was advised of the need of inspection as soon as it was known. The agreement will, therefore, consist of notification of requirement for inspection, the estimate submitted therewith and our letter authorizing them to proceed with the work.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 14, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $4,624.00.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Larry P. Olson

RECEIVED
STATE HWY ENGR
OCT 16 '86
REFER TO
FOR

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
OCT 20 '86
REFER TO
FOR
Inf. Inv. R/D D/R Sign Act File

In Reply Refer to
File No.:

October 13, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

NOTED
E. S. HUNTER

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
OCT 17 1986
RR & UTILITY UNIT

SUBJECT: Federal Participation Eligibility Date
Sanitary Sewer Line Inspection
Bureau of Environmental Services
City of Portland
N.W. St. Helens Rd. - N.W. Nicolai St.
Section
N.W. Yeon Avenue
Multnomah County
Project No. IX-0000(20)

Confirmation of your verbal authorization for Bureau of Environmental Services to proceed with the inspection of the new and existing sanitary sewer line facilities on this project as of October 14, 1986 is requested. An estimate of cost has been received from the Bureau of Environmental Services in the amount of $1,033. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
October 14, 1986 is approved

William H. Kappus

William H. Kappus, Area Engineer

JMC:jr

cc: E. S. Hunter ✓
D. L. Trout
Pete Gonzalez
Rick Kuehn

RECEIVED
OCT 14 1986

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Federal Participation Eligibility Date
Gas Line Relocation
Northwest Natural Gas Company
N.W. St. Helens Road-N.W. Nicolai
N.W. Yeon Avenue
Multnomah County
Project No. IX-1(38)
Contract No. 10148

NOTED
E. S. HUNTER

Confirmation of your verbal authorization for Northwest Natural Gas Company to proceed with the relocation of their 4-inch gas line in conflict with this project as of September 24, 1986, is requested. An estimate of cost will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 24, 1986 is approved

William H. Kappus
William H. Kappus, Area Engineer

RECEIVED
STATE HWY ENGR
OCT 8 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RDT:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
Rick Kuehn
Harold Broderick
Larry Olson - Please supply estimate

Kaeit
10/7/86

RECEIVED
OCT 01 1986
OREGON DIVISION

Form 734-3122

10 148

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

WES noted & file

RECEIVED
STATE HWY ENGR
SEP 17 '86
REFER TO
FO..

September 15, 1986
IN REPLY REFER TO
X-REF INQ 265/335

Mr. Jack Kalinoski
Oregon-Columbia Chapter
The Associated General Contractors
of America, Inc.
9450 S. W. Commerce Circle
Wilsonville, OR 97070

NOTED
W. E. SCHWARTZ

Dear Mr. Kalinoski:

Oregon Project IX-1(38)
N.W. St. Helens Rd.-N.W. Nicolai St.
Wage Rates - Cement Masons

Thank you for your letter of September 8, 1986 regarding cement mason wage rates for the Yeon Avenue project between N. W. St. Helens Road and N. W. Nicolai St. (ODOT Contract No. 10148). We have carefully reviewed the project documents and agree with the dates and most of the other data contained in your letter.

The special provisions and revision letter No. 3 for the subject project clearly set forth the required minimum wage rates. Wage modification No. 4 was not issued until November 22, which was one day following the bid letting. Section 102.05 of the 1984 Standard Specifications for Highway Construction provides guidance on interpretation of specifications and procedures for clarification of specifications meaning prior to submission as a bid. Apparently no formal request was made prior to the bid letting regarding the wage rates for cement masons as contained in revision letter No. 3.

The State is required to include wage rate decisions as received from the Department of Labor and certainly could not have predicted modification No. 4. Likewise, the contractors should have submitted their bids based on the contract documents and not on possible future modifications.

Given the dates of the Department of Labor wage decisions and the contract documents we must support the State's position, i.e., the contractor is contractually obligated to pay a minimum wage of $17.19 for cement masons on this project.

Sincerely yours,
Orignal Signed By
G. K. HOSSNER
District Engineer
Dale E. Wilken
Division Administrator

cc:
OSHD (L. W. Rulien, Engr) w/cy ltr
Assoc Gen Contr to FHWA (9-8-86)
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const)
OSHD (R. Kuehn, Reg 1)

OREGON-COLUMBIA CHAPTER
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.

1986

CHAPTER OFFICE
9450 S.W. Commerce Circle
Wilsonville, Oregon 97070
Phone 503/682-3363 or
1-800-826-6610
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S. Scott Benge, *Vice President*
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2nd Vice President
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☒ DA
■ ADA
☐ DIST A
☐ DIST B
IN MGR
/R&T
IV
☐ MGT ANLY
☐ FAPA
☐ ACCTS
☐ A/E

September 8, 1986

Dale Wilkin
Division Administrator
Federal Highway Administration
530 Center St. N.E.
Suite 100
Salem, OR 97301

Dear Mr. Wilkin,

This letter is to ask your assistance solving a problem of one of our members performing as a subcontractor on a Federally assisted Oregon State Department of Transportation project. The project in question is the Yeon Avenue Project between N.W. St. Helens Road and N.W. Nicholai St. and is further identified as ODOT Contract #10148.

The problem is one involving prevailing wage determinations and can best be described by carrying you through a chronological series of events.

Plans and specifications for this project were made available to prospective bidders and subcontractors with a bid opening scheduled for November 7, 1985. The prevailing wage documents included in the project specifications contained a wage rate for cement masons of $16.19 per hour.

ODOT postponed the bid opening for this project until November 21, 1985.

On November 8, the subcontractor received prevailing wage modification #3 which among other things, changed the cement mason wage rate to $17.19 per hour.

The subcontractor quoted the prime contractor on the basis of the original predetermined wage rate $16.19 per hour. It was their understanding that the wage rate cited in modification #3 was a typographical error.

The next event that occurred was, as cited above, the bid opening for the project on November 21.

Then on November 22, the U.S. Department of Labor published modification #4 which corrected the previously mentioned error and brought the minimum wage for cement masons back to $16.19 an hour.

RECEIVED
SEP 9 1986
OREGON DIVISION

The Oregon Department of Transportation is maintaining that the subcontractor should have been paying wages to cement masons at the rate of $17.19 per hour. We would contend that the subcontractor is bound by the prevailing wage determinations that were in the original documents and that the subcontractor should not be bound to a prevailing wage determination that obviously was erroneously published.

If you concur with us, we would be grateful if you would convey that to the Construction Section of the Oregon State Highway Division. The Division is responsible for enforcing the Federal regulations and it is our understanding that you are the appropriate Federal agency to convey an interpretation of those regulations in this regard.

Although I have not explored this with the Regional Office of the Department of Labor, there is no doubt in my mind that they would concur that a contractor or a subcontractor should not be compelled to comply with a prevailing wage rate determination that was unfortunately published and promulgated with a typographical error.

Your assistance in this regard will be deeply appreciated.

Very truly yours,

Jack Kalinoski

comm1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Telephone Manhole Adjustment
Pacific Northwest Bell Telephone Co.
N.W. St. Helens Rd. - N.W. Nicolai St.
Section
N.W. Yeon Avenue
Multnomah County
P.E. Project No. IX-0000(20)

NOTED
E. S. HUNTER

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Co. (PNB) to proceed with the second relocation of two buried telephone facility manholes in conflict with this project as of August 8, 1986 is requested. The manholes were previously adjusted originally planned street grades. A change in grades has necessitated a second adjustment. An estimate of cost is being prepared by PNB. Preliminary estimate of cost is $500. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 8, 1986 is approved

CT Christianson

C. T. Christianson, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
Richard Kuehn
H. E. Broderick
R. L. Fleming

RECEIVED
STATE HWY ENGR
AUG 12 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 25, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Railroad Agreement
Project No. IX-1(24)
N.W. St. Helens Rd. - N.W. Nicolai St. (Portland) Sec.
Lower Columbia River Highway
Multnomah County

Enclosed for your approval are two copies of a fully executed agreement between Portland Terminal Railroad & Burlington Northern Railroad and the State Highway Division covering the storm sewer easement under file 52972 for a consideration of $1,000.

I further request the return of one copy of the agreement approved for our file.

CPL:me
Encl.
cc: R. Trygstad
General Files

Form 734-3122

July 17, 1986

Mr. Glen Marshall
Portland Terminal
Railroad Company
Room 209-Union Station
Portland, OR 97209

RE: N.W. St. Helens Rd.-
Nicolai St. (Portland)
Yeon Avenue
Multnomah County
ODOT Agreement No. RR-1196
PTRR File 101-2-A
R/W File 52972

RAILROAD COMPANIES
FILE No. 11[illegible]

Dear Mr. Marshall:

Enclosed are the BN and PTRR counterparts of the Storm Sewer Easement regarding the subject project.

I will make arrangements today to have the $1,000 administrative charge for this agreement sent to you. The recording information will be sent to you as soon as it is available.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
Enc.

bc: D. E. Wilken w/copy
Bob Gormsen w/original
Rick Kuehn w/copy
Harold Broderick w/copy
Don Trout w/copy (2)
Steve Green w/copy
Al Lightner w/copy*

Noted on agr. [illegible]
8/13/86

*Please arrange a $1,000 administrative fee to be paid. Please also have the easement recorded and advise me of the recording data so that I can pass it on to the Railroad.

RECEIVED
1986
SERVICES

July 11, 1986

Mr. Glen Marshall
Portland Terminal
Railroad Company
Room 209-Union Station
Portland, OR 97209

RE: N.W. St. Helens Rd. -
Nicolai Street (Portland)
Yeon Avenue
Multnomah County
ODOT Agreement No. RR-1196
PTRR File No. 101-2-A
Project No. IX-1(38)

RAILROAD COMPANIES
FILE No. ______________

Dear Mr. Marshall:

Returned herewith are the fully executed BN and PTRR counterparts of the construction agreement relating to the subject project.

I do not yet have the Storm Sewer Easement Agreement executed. It is taking a little longer to process but will be forwarded to you as soon as possible.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
Enclosure

bc: D. E. Wilken w/copy
Bob Gormsen w/original ✓
C. O. Fredrickson
Don Trout w/2 copies
Harold Broderick w/copy - Please have an Order for State Force Work Prepared for this work.
Rick Kuehn w/copy
Cliff Laux w/2 copies - Please obtain FHWA approval. Please request July 9 effective date.
Gene Hickam - w/copy - For Your approval

7/17/86
noted in
agree book)
fw

RECEIVED
JUL 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc c: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH

Harold Broderick, Project Manager and Bob Hathaway, FHWA; Asst. Div. Admin.

DATE OF INSPECTION June 11, 1986	INSPECTION MADE BY C. T. Christianson, Area Engineer	PROJECT NO. IX-1(38)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 23 %	WORK COMPLETED 26 %

N. W. ST. HELENS RD. - N. W. NICOLAI AVE.
YEON AVENUE

Traffic staging required modification to accomodate storm sewer work which, in turn, required temporary removal and replacement of railroad service tracks. During the time of this inspection traffic control was acceptable and no significant delays were noted.

Drainage work is nearing completion and grading is approximately 40% complete. Minor delays to curb and driveway work is being experienced between Sta. 508 and 528 because of the utility pole relocation schedule but it is not expected to be critical.

Field and plant inspection reports covering 72", 24" and 8" drain pipe were reviewed. Records indicate compliance with contract plans and specifications. Compaction tests were reviewed and the majority registered between 95 and 99 percent. Those deviating from that range were referenced to notes explaining the judgments made.

Project staffing seems to be adequate for this scope of project. Close coordination is maintained with the community liaison officer and the Northwest corridor TSM project.

- CTC -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 20 '86
REFER TO Fredrickson
FOR

Info	Inves	R/U				

Cy
6/23

Form FHWA-1446A

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINI. ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(20)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 14, 1985
8. FEDERAL ROUTE NUMBER FAU 9262,9302 & Primary 1
9. STATE ROUTE NUMBER City Street & Primary 2

10. GENERAL LOCATION:
N. W. St. Helens Rd. - N. W. Nicolai St.

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 5/29/86 this will confirm the advance approval date of 6/14/85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the PNB telephone manhole facilities on an actual cost basis estimated to be $6,354; Federal Funds $5,401.

The Agreement with the Pacific Northwest Bell Telephone Co. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 11 '86
REFER TO Potter
FOR

Orig. to
6/11

14. DATE 6/9/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. H
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
JUN -6 '86
REFER TO
Potter!
FOR

7. DATE AUTHORIZATION EFFECTIVE February 13, 1986
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
St. Helens Rd. - N. W. Nicolai St. (Portland)

11. GENERAL DESCRIPTION OF WORK
Community liaison work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/13/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $100,000;
Federal Funds $85,000.

14. DATE 6/4/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

2A. COUNTY NAME Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 7, 1986

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:

N. W. St. Helens Rd. - N. W. Nicolai St. (Portland)

11. GENERAL DESCRIPTION OF WORK

Install water services for irrigation system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/7/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of Portland Water Bureau forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $33,500;
Federal Funds $28,475.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO

May 5, 1986

Rani C. Isaac
1221 Avenue of the Americas
New York, NY 10020

Attached is information concerning the $10 million N.W. St. Helens Road - N.W. Nicolai (Portland) Section of N.W. Yeon segment of the Lower Columbia River Highway in Multnomah County, as you requested.

This is a federal aid project and entails a major widening of a highly used urban arterial adjacent to the Burlington Northern railroad yards in northwest Portland. The purpose of the project is to upgrade the existing state highway to present day standards for urban highways. The widening of the roadway involves 44,000 cubic yards of general excavation, 66,000 tons of base materials, 34,000 tons of asphalt concrete mix, and relocation of 1.82 miles of railroad track involving more than 3,000 lineal feet of rubberized crossings for motor vehicle traffic with 20 turnouts of various types.

The complexity of this project in this highly industrialized shipping center will require a high level of coordination, scheduling and cooperation between utilities, government agencies, contractors, and suppliers. One of the major proponents of complexity is the drainage work, which requires installing twelve sizes of storm sewers ranging from 12 to 72 inch in diameter beneath existing railroad and highway traffic amid a maze of utilities and traffic staging, all of which much coincide with other utility work.

I am enclosing the following items for your information and use:

1. Itemized bids received.
2. Cover sheet and typical section pages from contract drawings.

3. State of Oregon map with City of Portland enlargement.
4. Unit Price Report Data questionnaire.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

DFH:me
Encl.
bc: Bud Broderick
✓ Bob Gormsen
Dave Hirte

10,147

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES

TO: Marion Craft
Region Construction Engineer

DATE: April 28, 1986

FROM: Richard A. Kuehn
Final Design Engineer

SUBJECT: Ladder Climbing Safety Devices
and 36" Diameter Manhole Lids
in 20-foot and Deeper Manholes
N.W. Nicolai-W. Fremont Interchange, Contract 10182
N.W. St. Helens Rd.-N.W. Nicolai St., Contract 10148
N.W. Front Ave.-N.W. Yeon Ave. Connection, Contract 10143

During the preparation of the contract plans, the City of Portland requested through the Project Managers' offices that we eliminate the ladder climbing safety devices in the 20-foot and deeper manholes. The City of Portland did not send us a written request for the elimination of the ladder climbing safety devices, nor have they assured us in writing that their workers will be protected by another equivalent safety device. This raises concerns about the question of the State's liability in the event of an accident. Because we lack a written commitment from the City of Portland, we have no choice but to install the ladder climbing safety devices in the 20-foot and deeper manholes as per the Oregon Administrative Rules 437-88-150.

The OAR 437-88-125, Workers Compensation Department, states that we need to maintain a 30-inch clear distance from the face of the ladder to a permanent obstruction. Therefore, it will be necessary to install a 36-inch diameter manhole lid and frame to provide the required clear distance. A drawing showing this detail is attached.

Please incorporate the ladder climbing safety devices and the 36-inch diameter manhole lids in the 20-foot and deeper manholes for the subject contracts.

Attachment

RAK:AL:ja

cc Duane Christensen
C. O. Fredrickson
Jack Sollis
Art Louie

RECEIVED
APR 30 1986
ROAD DESIGN
SECTION

RDE
Jrm

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

cc: L. W. Rulier

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah		DIVISION Oregon
IN COMPANY WITH Harold Broderick, Project Manager				
DATE OF INSPECTION 4-23-86	INSPECTION MADE BY C. T. Christianson, FHWA Area Engineer			PROJECT NO. IX-1(38)
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 21%	WORK COMPLETED 18 %

N.W. ST. HELENS ROAD - N.W. NICOLAI AVENUE YEON AVENUE

This project is one of a series in N.W. Portland constituting the alternative to I-505 which was withdrawn. Yeon Avenue will become the major arterial (US-30 Lower Columbia River Highway) through Northwest Portland linking the existing highway to the west with the Interstate system at its intersection with N.W. Nicolai Street.

A contract was awarded on 12/2/85 to Tri-State Construction, Inc. in the amount of $10,105,220.30. Work started on 1/22/86 with a specified completion date of 9/30/87. The contract provides ~~from~~ for complete reconstruction of this at-grade facility and relocating railroad service tracks to eliminate 13 at-grade crossings.

Utility relocation work is underway throughout the project including PGE, Pacific N.W. Bell, gas and oil pipelines, water, sewer, etc. The contractor was working on the major storm sewer crossing of the railroad yards. Storm sewer work is below water table and requires an extensive de-watering system. This work is on high priority to coincide with yard reconstruction being done by the railroad. Paving and temporary railroad crossing work was underway on the westerly end of the project in preparation for stage 2 traffic control.

Work is progressing well at this time and traffic control is satisfactory. Signs indicating begin and/or end of construction, and other control devices, should be reviewed where adjacent projects connect in order to assure logical transition between projects.

Liaison with adjacent industrial and commercial properties has been effective to date. Corridor traffic control strategies are being coordinated by the I-505 TSM project through multi-agency team efforts.

#######

NOTED
W. E. SCHWARTZ Cy
5/15

RECEIVED
STATE HWY ENGR
MAY 14 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA-1446A
(Rev. 2-84)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(20)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
MAR 19 '86
REFER TO Potter
FOR
Info Inves R/D D/K Sign [illegible] File

7. DATE AUTHORIZATION EFFECTIVE February 4, 1986

8. FEDERAL ROUTE NUMBER FAU 9262, 9302 & Primary 1

9. STATE ROUTE NUMBER City Street & Primary 2

10. GENERAL LOCATION:

N. W. St. Helens Rd. - N. W. Nicolai St.

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 3/10/86, this will approve the advance approval date of 2/4/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the power pole facilities on an actual lump sum basis estimated to be $3,710.50; Federal Funds $3,154.00.

The Agreement with Portland General Electric is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 3/17/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoemer

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

N

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1986

In Reply Refer to
File No.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Pole Relocation
Portland General Electric Co.
N.W. St. Helens Rd. -N. W. Nicolai St. Section
N.W. Yeon Avenue
Multnomah County
P.E. Project No. IX-0000(20)

RECEIVED
STATE HWY ENGR

MAR 11 '86

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of a lump sum estimate of cost to adjust Portland General Electric Company's (PGE) power pole facilities dated February 18, 1986.

A certification prepared by Richard L. Fleming as to PGE's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of transmission facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 4, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $$3,710.50.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

jc

U. S. DEPARTMENT OF TRANSPC ATION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(20)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 1, 1985

8. FEDERAL ROUTE NUMBER FAU 9262, 9302 & Primary 1

9. STATE ROUTE NUMBER City Street & Primary 2

10. GENERAL LOCATION: N. W. St. Helens Road - N. W. Nicolai St.

11. GENERAL DESCRIPTION OF WORK Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr.Potter's letter dated 2-6-86 this will confirm the advance approval date of 8-1-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the alarm facilities on an actual cost basis estimated to be $15,443; Federal Funds $13,127.

The Agreement with the City of Portland Bureau of Fire is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
FEB 21 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
2/21

14. DATE 2/20/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 6, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Fire Alarm Facilities Relocation
City of Portland Bureau of Fire
N.W. St. Helens Rd. - N.W. Nicolai St. Section
N.W. Yeon Avenue
Multnomah County
P.E. Project No. IX-0000(20)

RECEIVED
STATE HWY ENGR
FEB 10 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust the City of Portland Bureau of Fire's alarm facilities dated June 20, 1985.

A certification prepared by Richard L. Fleming as to City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau of Fire dated August 7, 1985, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities occupy city street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service (and) distribution facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of the Bureau of Fire's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 1, 1985, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $15,443.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 4, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Fire Alarm Facilities Relocation
City of Portland Bureau of Fire
N.W. St. Helens Rd. - N.W. Nicolai St. Section
N.W. Yeon Avenue
Multnomah County
P.E. Project No. IX-0000(20)

Confirmation of your verbal authorization for the City of Portland's Bureau of Fire to proceed with the relocation of their fire alarm facilities in conflict with this project as of August 1, 1985 is requested. An estimate of cost has been received from the Bureau of Fire in the amount of $15,443. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 1, 1985 is approved

C. T. Christianson, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
E. L. Hardt
H. E. Broderick
R. L. Fleming

RECEIVED
STAT HWY ENGR
FEB 12 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

January 21, 1986

AGR

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

Attention: Jewel Lansing
Auditor

MISC. CONTRACTS and
AGREEMENTS No.

Attached for your records are two fully executed copies of an agreement to construct the N.W. St. Helens Road-N.W. Nicolai Street Section of N.W. Yeon Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

fkn

Attachments

bc Gary Potter (agree. attached)

ic

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-1(24)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00049

2A. COUNTY NAME
Multnomah

6. TO
Mr. L. W. Kulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 9 '86
REFER TO
Potter
FOR

Org
1/10

7. DATE AUTHORIZATION EFFECTIVE
January 2, 1986

8. FEDERAL ROUTE NUMBER
Primary 1

9. STATE ROUTE NUMBER
Primary 2 W

10. GENERAL LOCATION:
N. W. St. Helens Rd. - N. W. Nicolai St. Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, as requested in Mr. Potter's letter of 12-26-85, you are authorized to proceed with all phases of Right-of-Way acquistion for File 54986 as shown on Right-of-Way Map 9B-21-24 at a TEC of $3,500 - F.F. $2,975.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

14. DATE
1/6/86

15. SIGNATURE OF APPROVING OFFICIAL
John D Wichm

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON INTEROFFICE MEMO

Highway Division LOC

TO: FILES DATE: December 31, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 21, 1985 Bid Letting

This is an additional information report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened November 21, 1985 on the following project:

1. N.W. St. Helens Road-N.W. Nicolai Street
N.W. Yeon Avenue in Portland
Multnomah County
Earthwork, Drainage, A.C. Paving
and Oiling and Track Work

Sidewalks, ramps and pedestrian signals for foot traffic. Bike lanes provided for bicycle traffic on Highway 2W portion of the project.

cc: E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

December 31, 1985

CON 5 - 10,148

Tri-State Construction, Inc.
959 108th Ave., N. E.
Bellevue, WA 98004

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,148 for work on the NW St. Helens Road-NW Nicolai St. (Portland) Section of NW Yeon Avenue in Multnomah County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Bush/Cotton Associates
1200 Westlake Avenue North, #802
Seattle, WA 98109

The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Harold Broderick
Merle Anderson
L. E. George

TRI-STATE CONSTRUCTION, INC.
General Contracting
959 - 108th AVENUE N E BELLEVUE, WASHINGTON 98004
BELLEVUE 455-2570 • SEATTLE 632-7717 • TR-IS-TC-*356R8

November 26, 1985

State of Oregon
Department of Transportation
Commission Services Building
Salem, Oregon

Attn: Robert Gormsen

Regarding: Northwest Nicolai Street Project
Bid Date November 21, 1985

Dear Mr. Gormsen:

We are the apparent low bidder on the above project which bid on November 21, 1985 at $10,105,220.30. Transmitted herewith please find a summary of our proposed minority utilization on NW Nicolai Street. We have listed the firms which we will be utilizing and the respective bid items for each portion of the work. We have segregated WBE participation at $203,279 or 2% of our total bid submitted for the work. DBE participation will be that amount at least which is listed at $1,273,720 or 12.6% of the work.

Please contact me at (503)657-6233 should you require any additional information regarding our plans for the project or the utilization of WBE and/or DBE sub-contractors.

We have an on-going EEO program within our firm and regularly work with minority subcontractors with or without contract requirements and are looking forward to working with you on this project.

Yours very truly,

L. W. Thompson

RECEIVED
[illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

"An Equal Opportunity Employer"

SUMMARY OF DBE/WBE UTILIZATION

NW Nicolai St., - Bid Date November 21, 1985
Tri-State Construction, Inc.

WBE PARTICIPATION	BID ITEM	INVOLVEMENT IN $
M-R Pierce Constructors	(1)(3)(4)(5)(6)	$138,279
P.O. Box H	(82 thru 101)	
West Linn, Oregon		
Maxine Pierce		
Toombs Trucking	(14) Hauling &	$65,000
8931 NE Killingsworth	(15) Furnishing	Included
Portland, Oregon	(42) Portions of	Included
Sharon Toombs	(44) Required Aggregate Materials	Included
TOTAL WBE		$203,279
		or 2.0%

DBE PARTICIPATION	BID ITEM	EXTENDED IN $
Gervais Construction, Inc.	(1) Mobilization	$ 17,500
P. O. Box 9130	(27) Wall Construction	$172,568
Brooks, Oregon		
Casandra Ross		
Dirt and Aggregate	(1) Mobilization	$ 10,000
20905 NE Sandy Blvd.	(13) Fill Pipe	55,500
Troutdale, Oregon 97060	(15) Trench Excavation	171,850
Henry H. Pelfrey	(28) 8" Piping	567
	(29) 12" Piping	139,482
	(30) 15" Piping	31,556
	(31) 18" Piping	40,320
	(32) 21" Piping	23,972
	(33) 24" Piping	34,744
	(34) 27" Piping	25,251
	(35) 30" Piping	41,730
	(36) 36" Piping	23,932
	(37) 42" Piping	20,064
	(38) 48" Piping	63,850
	(41) Piping under R.R.	305,000
	(42) Bedding Material	28,644
	(44) Foundation Fill	23,010
	(47) Manholes	36,680
TOTAL DBE		$1,266,220
		or
		12.5%

RECEIVED
NOV [illegible] 1985
[illegible] SERVICES
[illegible] TRANSPORTATION

cc Thomas Jones

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 26, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Authorization to Proceed
with Acquisition of Right-of-Way
Item No. 00049
Project No. IX-1(24)
N.W. St. Helens Rd.-N.W. Nicholai Street Section
Columbia River Highway N.W. [illegible]
Multnomah County

I request your authorization to proceed with the actual acquisition of File No. 54986 on the subject project. The area to be acquired is as outlined in red on the enclosed copy of Right-of-Way Map No. 9B-21-24 and does not involve relocation assistance.

The estimated cost of this file is $3,500; however, no increase in total cost or federal funds as currently under agreement is anticipated for this additional file.

RDF:pf
Enclosure

cc: E. L. Hardt, Metro Region
D. Aman
General Files

Form 734-3122

[illegible] 542
I-405

December 3, 1985

RAILROAD COMPANIES
FILE No. 11-1

Mr. Charles Lundgren
Burlington Northern Railroad
Company
999 Third Avenue, Suite 2000
Seattle, WA 98104

N.W. St. Helens Rd.-
Nicolai St. (Portland)
Yeon Avenue
Multnomah County
ODOT Agreement No. RR-1196

Dear Chuck:

Enclosed is Burlington Northern's fully executed counterpart of the Agreement for the above captioned project.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in the Agreement. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
Enclosure

bc: D. E. Wilken, w/copy
Bob Gormsen w/orig.
C. O. Fredrickson
Don Trout w/copy (2)
E. L. Hardt w/copy
D. O. Christensen w/copy
Harold Broderick w/copy

NOTE TO E. L. Hardt: Please have an Order for State Force Work prepared for this work. This is project IX-1(38).

[illegible]

RECEIVED
DEC 5 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(20)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE July 31, 1985

8. FEDERAL ROUTE NUMBER FAU 9262, 9302 & Primary 1

9. STATE ROUTE NUMBER City Street & Primary 2

10. GENERAL LOCATION:

N. W. St. Helens Rd. - N. W. Nicolai St.

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 10-15-85 this will confirm the advance approval date of 7-31-85 contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the City of Portland, Bureau of Water Works on an actual cost basis estimated to be $758,063; Federal Funds 644,354.

The Agreement with the City of Portland Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

14. DATE 10/29/85

15. SIGNATURE OF APPROVING OFFICIAL CChristianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO
Potter
FOR

Info	Inv	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE October 16, 1985

8. FEDERAL ROUTE NUMBER FAP - 1

9. STATE ROUTE NUMBER

10. GENERAL LOCATION:
N. W. St. Helens Rd. - N. W. Nicolai St. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Grade, Drain, High Type Pave & Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Revised Anticipated items as shown in your "PS&E" Estimate dated 9-27-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 8-18-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $8,909,246; Federal Funds $7,572,858.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 10/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

PN 21-2
I-1105

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 15, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLIG

FROM: Gary A. Potter
Manager, Program Section

RECEIVED
STATE HWY ENGR
OCT 16 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
N.W. St. Helens Rd. - N.W. Nicolai St. Section
N.W. Yeon Avenue
Multnomah County
P.E. Project No. IX-0000(20)

Here are copies of lump sum estimates of cost to adjust City of Portland Bureau of Water Works' facilities and sketches showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the Bureau of Water Works' rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau dated August 7, 1985 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 31, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $758,063.

JCM:jr
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

Form 734-3122

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: October 7, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. 1196

SUBJECT: Pipe Line Permit
N.W. St. Helens Road-N.W. Nicolai Street (Portland)
N.W. Yeon Avenue
Columbia River Highway
ODOT Agreement No. RR-1196

Attached is the State's copy of a fully executed Pipe Line Agreement relating to the 72" concrete storm sewer to be constructed in connection with the subject project.

RDT:jr
attach.

cc: C. O. Fredrickson w/copy
Vern Skoog w/copy ATTN: Rose Wickham
Don Trout w/2 copies
Ed Hardt w/2 copies - Please give copy to Project Manager. We are to notify Burlington Northern Roadmaster, Mr. K. L. Pellens, 48 hours before beginning any work on this pipe line. His telephone number in Portland is 241-6294.

10/9/85 [illegible]

RECEIVED
OCT 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

pa 3'1

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

PRO

TO: MEMO TO THE FILE

DATE: October 7, 1985

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: YEON AVENUE AGREEMENT

RECEIVED
STATE HWY ENGR
OCT 8 '85
REFER TO
FOR
Info Inves R/O D/R Sign Act File

The City of Portland, through Vic Rhodes, proposed to me several months ago that we hire Roger Schiels and his firm to handle public relations for the three projects in Northwest Portland. The City feels that Mr. Shiels has done an excellent job of keeping businessmen's complaints away from the City Council during the light rail construction in downtown Portland and would like the same performance in Northwest Portland. Margaret Strachan's office is concerned about the problems we had with the Nicolai project, does not want a repeat of that on the Yeon Avenue, and thinks that having Shiels on the project will keep complaints away from her office. The original estimate for this work was $750,000.

Vic Rhodes, Al Harwood, Cliff Christianson and I have met several times trying to write a contract that would give Mr. Shiels the authority that he needs to "do his thing" and still retain contract administration with the Highway Division. My perception is that for Mr. Shiels to be effective he needs to be able to authorize the expenditure of funds to solve businessmen's access problems and I doubt that we can authorize him to do that and still retain project control.

Mr. Rhodes' latest proposal, which he gave to me over the phone about ten days ago, is to have the Northwest Industrial Neighborhood Association (NINA) hire Mr. Shiels to represent them through the course of the projects. Mr. Shiels would bill NINA, NINA would bill the City, the City would bill the State, and the State would bill the Federal Highway Administration through the I-505 TSM project, using that project as a funding vehicle. Vic mentioned that one problem with this is that he would have to get NINA incorporated, but that he could handle that in a few days. My initial view of this proposal is that it is pretty shakey, in that it is not clear to me who is representing the taxpaying public in this arrangement. As far as I know, NINA has no full-time staff and even if they do, I can see no incentive for them to make sure that Mr. Shiel's work is efficient and cost effective. I had the proposal initially reviewed by Gary Potter and Cliff Christianson, assuming that they would find some institutional reason why it would not be allowable, that is to have a private group hire a consultant for one of our projects.

However, they report that such an arrangement is legal, so Cliff Christianson, Al Harwood and I are going to meet with Vic Rhodes on Thursday, October 10, for him to more fully explain how the arrangement would work. We are estimating that the annual cost of this proposal is somewhere in the neighborhood of $100,000.

Independent of these discussions, the City has been asked to approve the construction project agreement for the Yeon Avenue project. Mr. Rhodes called Wayne Schulte, who handles writing of project agreements, last week and asked that the following paragraph be inserted into the Yeon Avenue agreement:

> "City shall also fund the retaining by the Northwest Industrial Neighborhood Association of a project coordinator to represent the interests of public and private property owners, businesses, and residents affected by the project in retaining reasonable and adequate access to their properties during construction, which funding shall be participated in under the I-505 TSM project as authorized by Agreement #8125."

I told Wayne that I did not want that statement in the Yeon Avenue agreement, since we had not agreed to the concept as yet with the City. Upon learning that, Mr. Rhodes called me on Friday afternoon, October 4, and told me that he would not have the Yeon Avenue agreement signed by the City without it. I understand from Mr. Boyd that he has requested Mr. Rhodes several times to have this agreement approved, since it was thought to be vital to Mr. Boyd's right-of-way process for the project. During my conversation with Mr. Rhodes I told him that the simplest way to handle this consultant agreement was that after we had agreed to the concept we could amend the I-505 TSM agreement, which is the vehicle for paying the consultant, to whatever terms we had agreed to. He told me that he realized that, but that the Yeon Avenue agreement is "the only hold I have left on you, Ed", so he was going to hold it until we had agreed to the City's terms. In essence, the City is holding the Yeon Avenue agreement ransom until we agree to their terms for hiring Roger Shiels.

Monday morning, October 7, I discussed the Yeon Avenue agreement with Bruce Boyd. It developed that it is not crucial to Bruce's activities. However, a later conversation with Ed Hunter revealed that we could not award contracts on either the Yeon or Front-Yeon connections without the signed agreement. Noon Monday I called Vic Rhodes and told him that we would have to pull the ads on those two projects if the City was going to hold the agreement. He said he would check with Dick Schmidt (City Engineer) and advise. He later responded that the City wants to hold its position until at least Thursday, October 10, when we meet with him to have him explain how the NINA concept would work.

cc Fred Miller
R. N. Bothman
Larry Rulien
J. B. Boyd
Ed Hunter

[illegible]

[illegible] St

[illegible]

September 27, 1985 COM

Peter J. Brix, Member
Oregon Transportation Commission
c/o Knappton Corporation
Post Office Box 03018
Portland, Oregon 97203

Always sensitive to your direction and feeling a strong desire to please, I have this date requested our design people to incorporate your idea for single, reversible-lane construction on the balance of the northwest Portland projects.

The savings in reduced widths of right-of-way, grading and paving will not only allow us to do a better job of maintenance but also cover some tidy salary increases.

Respectfully,

Larry Rulien
Your State Highway Engineer

cc: Oregon Transportation Commission
Fred D. Miller
Bob Bothman

LWR:srm

PETER J. BRIX
KNAPPTON CORPORATION
P. O. BOX 03018
PORTLAND, OREGON 97203

September 23, 1985

Mr. Robert J. Wilhelm
Wilhelm Trucking Company
3250 N.W. St. Helens Rd.
Portland, Oregon 97210

Dear Bob:

I am glad you are pleased with the Oregon Highway Division project which changed St. Helens Road from a four lane road to a two lane road with a bike path.

You may have noticed the unusually long time which it took to complete the project. As you know, time is money. Therefore, the St. Helens' Road Users and Traffic Planning Association will be required to share the extra charges which amount to $659,812. Please advise the State Highway Engineer how these billings should be allocated. Remember, "Fast pay makes fast friends."

While you are having a minimum of problems with your older and underpowered fleet of trucks, what do you suggest for the automobiles which must wait on the two lane road for trucks to make right turns? Perhaps your advisory group could work on this.

We at the Oregon Department of Transportation are looking forward to the commencement of the Yeon Street project and your advice. Please advise Chairman Yturri and myself of any redesign work that you may be planning. You might want to consider a single reversible lane for Yeon Street with truck and freight storage along the sides, rather than the conventional four lanes.

On behalf of the Oregon Department of Transportation Commission and all of the Oregon Department of Transportation employees, thanks for the citizen involvement. We could not have ended up with a project like St. Helens Road without you!

Very truly yours,

Peter

Peter J. Brix
Vice Chairman

cc: Yturri
Dwyer
Guistina
Naito
Miller
Rulien
Bothman

Wilhelm Trucking Co.

local and long distance — TRUCKING • WAREHOUSING • DISTRIBUTION

TWX-910-464-4746 • 503 227-0561 • 3250 N.W. ST. HELENS RD. • PORTLAND, OREGON 97210

September 18, 1985

Oregon Department of Transportation
City of Portland
9002 S E McLoughlin Boulevard
Milwaukie, Oregon 97222

Attention: Jerry Street

Gentlemen:

Re: St Helens Road

Imagine the satisfaction I have in using the nearly completed St. Helens Road!!

Thank you to all who were instrumental in designing the final plan of one lane each way and the wide center turn lane. As you may remember, I advocated this design from the start and it will prove to be the best and most safe over the years.

Mr. Gognier, the ODOT construction supervisor was most cooperative and planned the work on our entrance so that we had a minimum of problems with our long haul units entering or leaving St Helens Road.

Again, speaking for all of our employees, we thank you for making our lives more safe. The four lane was a real hazard.

Sincerely,

WILHELM TRUCKING COMPANY

Robert J. Wilhelm

RJW:vr
cc: Mr. Peter Brix
Knappton Corporation

FRED

RECEIVED
DOT DIRECTOR
SEP 26 '85
REFER TO
Bullion
FOR
Info Invest R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

jc 10/11

CON 21-2
I-405

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(38)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-25-85

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 25, 1985

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
N. W. St. Helens Rd. - N. W. Nicolai St. (Portland) Phase I

11. GENERAL DESCRIPTION OF WORK
Grade, drain, pave and Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ~~ADVERTISE FOR RECEIPT OF BIDS~~
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-17-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $9,258,973; Federal Funds $7,870,125.

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 9/25/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

RAILROAD COMPANIES
FILE No. [illegible]

September 24, 1985

~~Mr. Mike Murray~~
~~Union Pacific Railroad Co.~~
~~The 1515 Building~~
~~1515 S.W. Fifth Avenue~~
~~Portland, OR 97201~~

RE: Permit of Entry
Portland Terminal Railroad Co.
& Burlington Northern Railroad Company
N.W. St. Helens Rd.- N.W. Nicolai Street (Portland) Section
N.W. Yeon Avenue
Columbia River Highway
ODOT Agreement No. RR-1196

Dear Mike:

Attached are the fully executed copies of the Permit of Entry for the Portland Terminal Railroad Company and for the Burlington Northern Railroad Company relating to the subject project.

I appreciate your help on this project.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
attach.

cc: Glen Marshall, PTRR w/copy
Chuck Lundgren, BNRR w/copy

bc: D. E. Wilken w/copy
J. B. Boyd w/copy
Don Trout w/2 copies
Ed Hardt w/2 copies
Steve Green w/copy
Bob Gormsen w/original ✓

RECEIVED
SEP [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10/9/85

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RDE
FDE
LE
FPO
PDE

RECEIVED
SEP 23 [illegible]
ROAD DESIGN
SECTION

Return
B/U

September 20, 1985

In Reply Refer to
File No.:
DES 20

L. David Hill, P.E.
Senior Engineer, Arterial Street Division
1120 S.W. Fifth Avenue
Room 840
Portland, OR 9704-1971

N.W. St. Helens Rd.-N.W. Nicolai St. (Portland)
N. Y. Yeon Avenue
Multnomah Coumnty

This letter is to confirm the changes requested by the City of Portland. I have shown the change, approximate additional cost, and the City person each change was discussed with (in lieu of the normal review process). Costs do not include engineering and contingencies.

Change	Cost	By
Trees		
Change to 9' steel stakes	$3,160.00	Brian McNerny
Change to 9' steel posts	858.00	" "
Add 9 specimen trees	1,620.00	Tree Advisory Group
Add planting detail sheet	---	O.S.H.D.
Planting & Materials		
Change to 3" of Hemlock Bark	$8,460.00	Brian McNerny
Herbicide Application	1,000.00	" "
Add ivy in treewells	168.00	" "
Add compost to specs.	---	" "
Irrigation		
Add Febco B.P.D. to plans	$ ---	Brian McNerny &
Allow B.P.D. to be installed in vaults	---	Bill Prebele
Change to Sch. 40 pipe under walk	---	Bill Moro
Change to controller stan. detail	---	Brian McNerny
Add quick-coupling valves	1,000.00	" "

The total job time required to make these changes was about 24 hours.

Michael Lucker
Landscape Designer

ML:ja

cc Wayne Cobine
Richard Kuehn

Form 734-3122

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: September 18, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: St. Helens Road-Nicolai
Section
N.W. Yeon Avenue

On Tuesday, September 17, I visited with Dave Mathison, the engineer for the Portland Terminal Railroad Company, and discussed their plans to no longer serve Benaroya 2 and 3. He indicated that he would like to have a tail track of about 400 feet beyond the clear point near 35th Avenue. This would mean that the lead line could end about Station 555+50. He indicated that they would not want a wheel block or other stopping device as this could cause a hazard to motorists.

RDT:jr

cc: Don Fantz
Karl Keller
Dave Mathison

ROW 18-2

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bob Gormsen, Manager
Commission Services

DATE: September 17, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. 1205

SUBJECT: N.W. St. Helens Rd. - N.W.
Nicolai St. (Portland)
N.W. Yeon Avenue
Columbia River Highway
ODOT Agreement No. RR-1205

Attached is the State's fully executed copy of a Right of Entry for the purpose of drilling test holes on the N.W. Yeon Avenue project.

RDT:jr
attach.

cc: Ed Hardt w/copy
Harold Broderick w/copy

10/9/85
Noted in agree book

RECEIVED
SEP 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

PROJECT NO.	SECTION	TEC ($)	FF ($)
BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

ITY OF

PORTLAND, OREGON

OFFICE OF TRANSPORTATION

argaret D. Strachan, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

September 10, 1985

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 11 1985
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Oregon State Highway Division
Attn: Wayne Schulte
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: NW St. Helens Rd. - NW Nicolai St. (NW Yeon Avenue)

Dear Wayne,

Please make the following changes to the plans for this project:

1) Sheet 2: Show keyway in Type 'A' curb when constructing sidewalk adjacent to curb.

2) Sheet 2E-2: Can use "Commercial Concrete" instead of 3300 psi concrete for inlets. In fact, "Commercial Concrete" can be used for all inlets, curbs and sidewalks.

3) Sheet 2K: Do not use wooden posts to support any signs to be maintained by the City. Either use a 2-inch pipe post (schedule 40) or a single post slip base sign support.

   The Type 'C', 'D', 'EE', 'H', 'I' and 'T' signs shall be constructed with sheet aluminum only if maintained by the City.

4) Sheet 5: Show two NB lanes on NW Kittridge instead of one. Allow the SB inside lane of NW Kittridge to turn left besides straight ahead to St. Helens Rd. Move the following sidewalk ramps from their present location:

   a) NW corner: 12 feet north
   b) SW corner: 34 feet south
   c) SE corner: 9 feet north and add a new ramp 12 feet south of ramp on plans.

   Also, do not allow a left-turn movement for WB Yeon Avenue at St. Helens Rd. This movement is provided for at NW 44th Avenue. Do not provide pedestrian signals on the west side of the intersection.

5) Sheet 6A: Provide sidewalk ramps at Sta. 84+00, Rt.; 84+75, Rt.; and 85+20, Lt.

6) Sheet 10: Provide sidewalk ramp at Sta. 526+15, Lt.

7) Sheet 15: Provide sidewalk ramp at Sta. 548+78, Lt.

8) Sheet 18: Provide sidewalk ramp at Sta. 557+70, Lt.

9) Sheet 27: Provide sidewalk ramp at Sta. 595+00, Rt. and relocate ramp at Sta. 595+55, Rt. to 595+90, Rt.

Details for landscaping and irrigation are to show the following:

a) Use steel stakes to support tree instead of wooden stakes.

b) When planting trees, backfill last 3 inches with barkdust.

c) Irrigation controller is to be enclosed by a separate cabinet that is anchored to a concrete slab and has access doors on both sides of the cabinet which are lockable.

d) The backflow prevention devices are to be placed in an underground vault.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Bureau of Transportation Engineering
for L. David Hill

BIK:jwp

Enclosure

cc: Final Design
Landscape

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 10, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-9301(2)
N. W. Front Ave. - N. W. Yeon Ave.
26th Ave.

Oregon Project IX-1(24)
N. W. St. Helens - N. W. Nicholai
Lower Columbia R. Hwy.
Multnomah County (Portland)

In reference to our letters of August 26 and 28, 1985, and Mr. Boyd's response of September 5, 1985, we are approving the railroad agreements as requested.

Any readjustment or re-construction that may be necessary in the event of future exercise of clause 9 of these agreements will not be eligible for reimbursement with Federal funds.

Sincerely yours,

G. K.
for Dale E. Wilken
Division Administrator

cc:
OSHD (J. B. Boyd, R/W)
OSHD (G. Potter, Program)

RECEIVED
STATE HWY ENGR
SEP 11 '85
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

JBoyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: Oregon Project Nos. IX-9301(2) [illegible]
and IX-1(24) [illegible]
HFO.6-OR

Your letters of August 26 and August 28 indicated a concern that the Pipeline Permits received for the two subject projects contained revocable clauses and did not ensure ongoing rights for the highway drainage facility.

We have discussed this with the Burlington Northern Office in Seattle. They indicate that this is a standard clause which has been used for some time and that it is used throughout the country on all of their projects. They indicate that various FHWA offices have questioned the revocable nature of the Permit but in the end have always accepted the clause as written. It would be hard to imagine a circumstance under which the Railroad would revoke our permit. I believe that for all practical purposes we have adequate ongoing rights. I would suspect that this is what the FHWA representatives in other states have concluded. I hope that this can be your conclusion also.

RECEIVED
STATE HWY ENGR
SEP - 6 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

JBB:jr
cc: E. S. Hunter ✓
Gary Potter
Roger Trygstad

SON 212

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 26, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Hunter:

Oregon Project IX-1(24)
N. W. St. Helens - N. W. Nicolai Sec.
Lower Columbia River Hwy.
Multnomah County (Portland)

We have reviewed the permit agreement with BNRR as submitted with Mr. Potter's August 21, 1985 letter allowing construction of a 72-inch storm sewer outlet across their property. Paragraph 9 indicates that this is a revocable permit and does not assure ongoing rights for the highway drainage facility. If an easement can not be obtained we would like to see a clause giving perpetual rights as long as the facility is operated for its intended purpose.

We can not participate in ongoing use or maintenance fees as identified in this permit. We can participate in the one time purchase of an easement.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. Trygstad, R/W, Util)
OSHD (B. Boyd, R/W)
OSHD (G. Potter, Program)

RECEIVED
STATE HWY ENGR
AUG 27 '85
REFER TO
Potter
FOR

Cy Bothman

cm

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Transportation Planning & Development
1120 S.W. Fifth Avenue
Room 702
Portland, Oregon 97204-1971
(503) 796-7001

August 21, 1985

Oregon State Highway Division
Attn: Wayne Schulte
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: St. Helens Rd. - N.W. Nicolai St. (N.W. Yeon Ave.)

Dear Wayne,

The following changes are needed for the plans submitted for Engine House No. 16 ventilation:

1. It is recommended that an air tempering heating element be installed in line adjacent to the fan with the appropriate controlling thermostat.
2. The size fan motor is not shown. It should be a quarter horsepower maximum.
3. The ceiling height is generally adequate, however, a 7' minimum height should be maintained, and this can be accomplished by changing the ducts from round size to rectangular size decreasing the depth of the ducts.
4. The automatic damper in the locker room that exhausts into the kitchen should be eliminated.
5. An insect screen should be installed at the air intake louvre.
6. A heating and ventilating permit will be required.
7. An electronic filter is recommended in lieu of the filter that the plan shows. (This should help clean the air of automobile fumes, etc.).

Sincerely,

Brett I. Kesterson

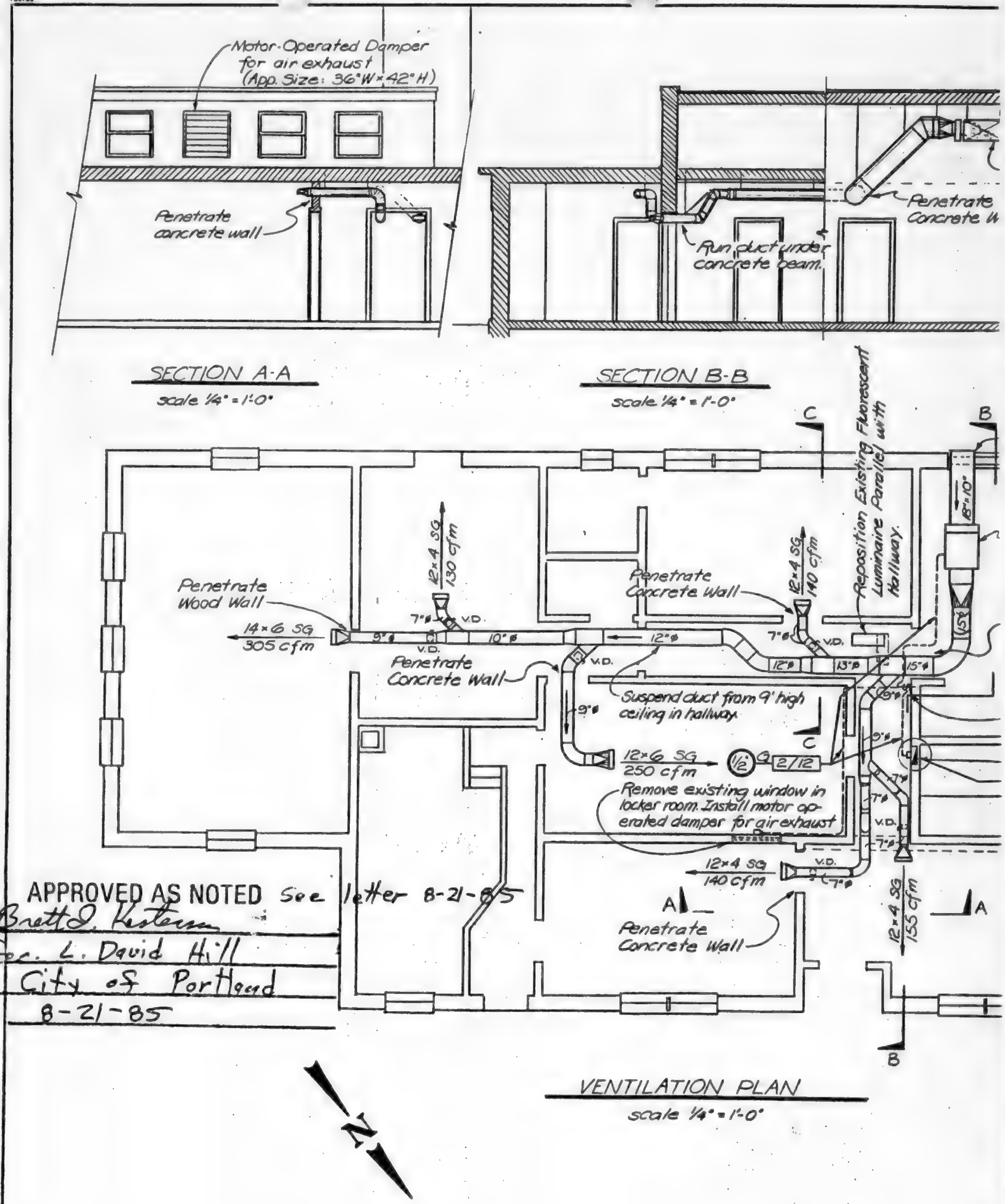
Brett I. Kesterson, P.E.
Bureau of Transportation Engineering
for L. David Hill

BIK:jwp

c: Keith Johnston

Enclosure
cc w/plans: Bridge Section

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
AUG 26 1985
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___


Motor-Operated Damper for air exhaust (App. Size: 36"W × 42"H)
Penetrate concrete wall
SECTION A-A
scale 1/4" = 1'-0"
Penetrate Concrete W
Run duct under concrete beam.
SECTION B-B
scale 1/4" = 1'-0"
C
B
Reposition Existing Fluorescent Luminaire Parallel with Hallway.
18"×10"
Penetrate Wood Wall
14×6 SG 305 cfm
12×4 SG 130 cfm
7"ø
V.D.
9"ø
10"ø
Penetrate Concrete Wall
Penetrate Concrete Wall
12×4 SG 140 cfm
12"ø
13"ø
15"ø
Suspend duct from 9' high ceiling in hallway.
9"ø
12×6 SG 250 cfm
1/2
G
2/12
Remove existing window in locker room. Install motor operated damper for air exhaust
12×4 SG 140 cfm
12×4 SG 155 cfm
A
A
Penetrate Concrete Wall
B
N
VENTILATION PLAN
scale 1/4" = 1'-0"

APPROVED AS NOTED See letter 8-21-85

Brett I. Kesterson

Sec. L. David Hill

For City of Portland

Date 8-21-85

[illegible] 21-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 21, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Proposed Rail Agreement
Project No. IX-1(24)
N.W. St. Helens Rd.-N.W. Nicolai St. (Portland) Sec.
Lower Columbia River Hwy.
Multnomah County

I request your approval of the enclosed copy of a proposed agreement with Burlington Northern Railroad Company which was approved by the Highway Division on July 1, 1985. This agreement covers a permit for the installation of a 72-inch storm sewer line crossing of the railroad for an amount of $300 for the first 10 year period.

CPL:bkb
Enc.
cc: E.L. Hardt, Metro
R. Trygstad
General Files

Form 734-3122

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Traffic Management
1120 S.W. Fifth Avenue
Room 902
Portland, Oregon 97204-1969
(503) 796-5185

August 20, 1985

Wayne Schulte
Highway Division, Metro Region
9002 S. E. McLoughlin Blvd.
Milwaukie, OR 97222

RE: Preliminary Plan Review
1. N. W. St. Helens Road - N. W. Nicolai Street
2. N. W. Nicolai - W. Fremont Interchange

Dear Wayne:

Attached are preliminary plans for the two subject projects. We have noted in red changes that we would like to see.

One major concern we have is the head location for signals on curves. The intersection of N. W. Nicolai and N. W. Yeon is a good example of our concern. Two of the through heads for southbound Yeon are actually over the northbound left turn lanes. We believe that the location of the heads could actually guide southbound traffic into opposing traffic. We have also marked head relocations we want to see at the other intersections.

In talking with other ODOT staff, we understand that the State Traffic Engineer, Mr. George, may not agree with our recommendations on head locations. We will be happy to discuss this situation with Mr. George at any time. However, we do not want to approve the subject plans until the head locations are changed.

Sincerely,

Willima C. Kloos, P. E.
Signal System Manager

WCK:jjp

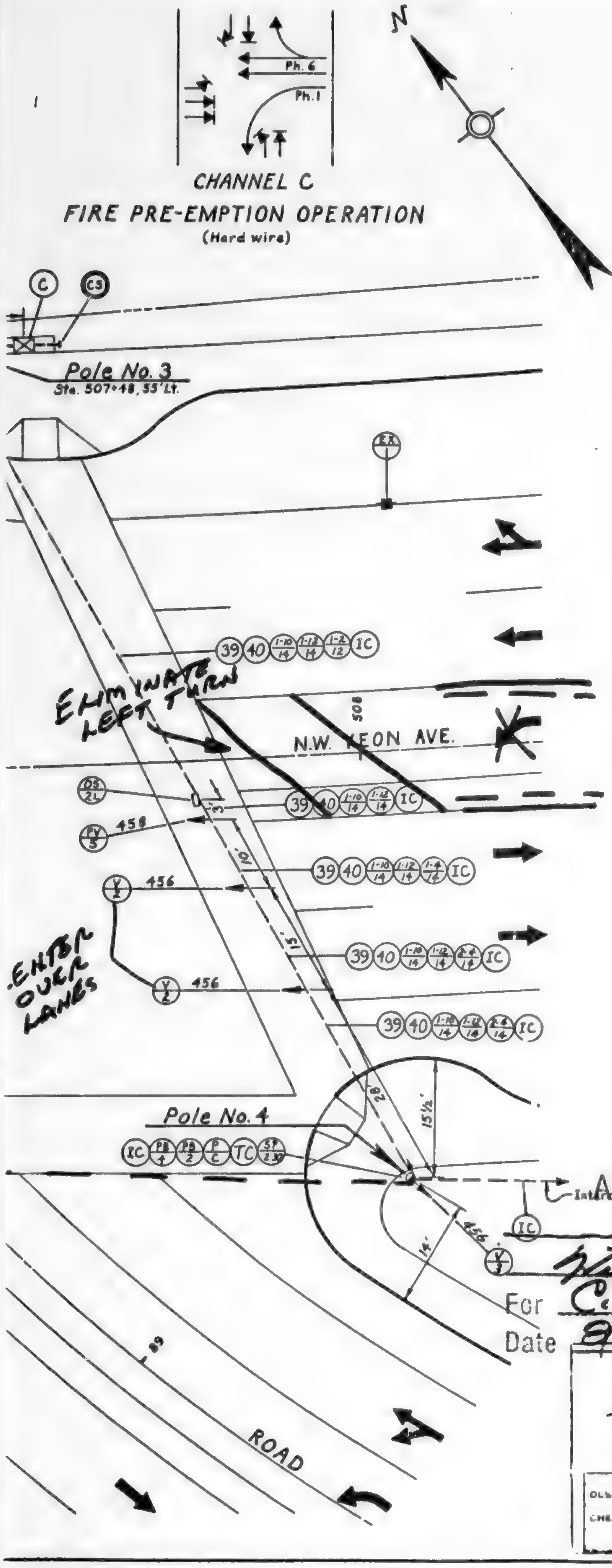
wck30 01

CC w/plans: Traffic

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
[✓ FA UNIT] PROGRAM UNIT ___
AUG 26 1985
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

SIGNAL PLAN
N.W. ST. HELENS RD. AT N.W. KITTRIDGE AVE.

SCALE 0 10 20 40 FEET


Ph. 6
Ph. 1
CHANNEL C
FIRE PRE-EMPTION OPERATION
(Hard wire)
N
C
CS
Pole No. 3
Sta. 507+48, 55' Lt.
EX
39 40 1-10/14 1-12/14 1-2/12 IC
ELIMINATE LEFT TURN
508
N.W. YEON AVE.
OS/2L
PV/5 458
39 40 1-10/14 1-12/14 IC
10'
39 40 1-10/14 1-12/14 1-4/14 IC
V/2 456
ENTER OVER LANES
V/2 456
15'
39 40 1-10/14 1-12/14 2-4/14 IC
39 40 1-10/14 1-12/14 2-4/14 IC
28'
15½'
Pole No. 4
IC PB/4 PB/2 P/C TC SP/2-X
Interconnect
IC
456
V/1
14'
89
ROAD

L E G E N D

EX/I	Existing power pole (power source - locate in field)
C	Install model 170 controller in model 332 cabinet
SP/T-H	Install type (T) standard strain pole, *height (H)*
SM/X	Install combination strain and mast arm pole (see special provisions)
V/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P/T	Install type (T) modified pedestrain signal
PB/Ph	Install phase (Ph) pedestrain pushbutton with instruction sign
OS/2L	Install interior illuminated "LEFT TURN SIGNAL" sign
OS/4L	Install interior illuminated through and left arrow sign
OS/5L	Install interior illuminated left arrow "ONLY" sign
OS/5R	Install interior illuminated right arrow "ONLY" sign
TC	Install terminal cabinet
54	Install service cabinet with 60 amp circuit breaker
MS	Install 120 volt meter base
C	Install one No. 6 type THWN wire (signal system common)
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type TW or THW wires
X-N/G	Install (X) - (N) wire No. (G) control cables
39	Install 3/8 inch galv. steel messenger cable
40	Install ¼ inch galv. steel tether wire
S	Install (S) inch electrical conduit
CS	Install 2 inch conduit stub for future use (cap ends)

T = Type shown
Ph = Phase shown
X = Number shown
N = Number of conduits shown
G = AWG size shown

S = Size shown
A = Standard plumbizer
E = Elevator plumbizer
456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"GLTA

IC Interconnect cable - see Interconnect Plan

APPROVED AS NOTED

For City of Portland
Date 8/19/85

[illegible] MUTUAL [illegible]

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
N.W. ST. HELENS RD.-N.W. NICOLAI ST. (PORTLAND) SEC.
N.W. YEON AVE.
MULTNOMAH COUNTY

3893
7/31/85

DATE June 1985

DESIGNED BY HR
CHECKED BY WJ

ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1480, 1481, 1488, 1489, 2990, 2991, 2993, 40396, 40397, 8713 Thru 8716, 8959 Thru 8961, 9009 & 9010

WO NO 8712

CCN 212
1-405

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 9, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project IX-0000(20)
N. W. St. Helens Rd. - N. W. Nicolai
N. W. Yeon Ave.
Multnomah County

We have reviewed the proposed PGE utility pole locations referenced in Mr. Cartwright's letter of August 8, 1985. The entire background of this project has been a highly detailed effort to design a safe high capacity facility integrated with an existing heavily developed industrial area. Accomplishing this task has required extensive negotiations and highly detailed design judgments.

Considering the nature of traffic, the character of industrial development and the physical constraints, we approve an exception to normal lateral clearance standards on this section. The pole locations are approved as requested.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (J. Cartwright, Util)
OSHD (D. O. Christensen, Rd Des)
OSHD (G. Potter, Prog)

RECEIVED
STAT HWY ENGR
AUG 12 '85
REFER TO
FOR
Info Inves R/D D/R ign ct File

Section NW St. Helens Rd. - NW. Nicolai St (Portland) Programming Estimate $ 11,000,000

Highway N.W. Yeon Avenue Project Length 2.03

County Multnomah Completion ~~Time~~ Date 9/30/87

Kind of Work Grade, Pave, Sign, Signals, Landscape, Building Est. Comp. Date 9/30/87

Prefix C026-1924 Letting Date Sept. 19, 1985 Project No. IX-1(38)

Received 10:35 AM
8-8-85
C

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 8,014,607.00

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	51,300	
Other Railroad Costs (work done by RR)	190,000	
Permanent Signing		
Permanent Pavement Striping	16,000	
Temporary Pavement Striping	1,000	
Remove Pavement Striping (Exist. & Temp.)	1,000	
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 1,253,573.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x 4000 hrs.)	3,200	
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Survey Monumentation	11,000	
Public Information	5,000	
Connecting Existing Storm Sewers	25,000	
Illumination	54,000	
EEO/Labor Compliance Monitoring (0.5%)	40,037	
Adjust Utilities:		
City of Portland WaterWorks	840,000	
" " " Fire Alarm Div.	16,000	
	Subtotal	$ 9,268,180.00
Contingencies (4-1/2%)		417,068.10
Engineering (8, ~~9, 10%~~)		741,454.40
	Subtotal	$ 10,426,702.50
Credit for		
Estimated Net Authorization, Construction		$ 10,426,702.50

APPROVED CC: Wayne Schultz

Rec'd.
8-8-85
E

Road Design Engineer

Rev. 11/81

~~SUMM Y--BID SCHEDULE~~--COST STIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. St. Helens Rd - N.W. Nicolai St. (Portland)	COUNTY Multnomah	SHEET 1	OF 6
KIND OF WORK Grade, Pave, Sign, Illum. Signal	KEY NUMBER	LENGTH 2.03	DATE 8/5/85	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 8/7/85 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 9/19/85					
	Mobilization		LUMP SUM	All	LUMP SUM	$500,000^{00}$
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	150,000
	Temporary Signs		Sq Ft	620	8^{00}	4,960
	Temporary Barricades		Each	76	70^{00}	5,320
	Tempory Plastic Safety Markers		Each	70	40^{00}	2,800
	Temporary Bi-Directional Yellow Type I Markers		Each	400	5^{50}	2,200
	Temporary Striping		Lin Ft	18260	0^{25}	4,565
	Flaggers		Hour	4,500	15-	$67,500^{00}$
	ROADWORK					
	Removal of Structures and Obstructions		LUMP SUM	All	LUMP SUM	$10,000^{00}$
	Removal of Inlets		Each	66	200-	$13,200^{00}$
	Removal of Railroad Track 12,000 L.F. and Ties		LUMP SUM	All	LUMP SUM	$144,000^{00}$
	Filling Pipes 18" and larger and Manholes		Cu Yd	3000	40-	$120,000^{00}$
	General Excavation		Cu Yd	43,724	5-	$218,620^{00}$
	Trench Excavation		Cu Yd	26,059	5-	$130,295^{00}$
	Finishing Roadbed and Slopes (including subballast)		LUMP SUM	All	LUMP SUM	$25,000^{00}$
	FURNISHING & PLACING TOPSOIL		CU. YD.	715	15-	$10,725^{00}$
	Watering		M-Gal	250	15-	$3,750^{00}$
	Structure Excavation		Cu Yd	430	15^{00}	6,450
	Special Wall Backfill		Cu Yd	522	12^{00}	6,264

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. St. Helens Rd - NW Nicolai St (Portland)		COUNTY		SHEET 2 OF 6
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Treated Base Mixture		Ton	55,500	10-	555,000.00
	Cement in Treated Base Mixture		Ton	2775	75-	208,125.00
	Aggregate Base		Ton	10,000	10-	100,000.00
	Class "B" Asphalt Concrete Mixture		Ton	32,500	16-	520,000.00
	Asphalt Cement in Mixture		Ton	1788	180-	321,840.00
	Asphalt in Tack Coat		Ton	42	225-	9,450.00
	Concrete in Walls		Cu Yd	630	200.00	126,000.00
	12-inch Storm Sewer Pipe		Lin Ft	9809	14-	137,326.00
	15-inch Storm Sewer Pipe		Lin Ft	1423	16-	22,768.00
	18-inch Storm Sewer Pipe		Lin Ft	1839	22-	40,458.00
	21-inch Storm Sewer Pipe		Lin Ft	1115	26-	28,990.00
	24-inch Storm Sewer Pipe		Lin Ft	1244	28-	34,832.00
	27-inch Storm Sewer Pipe		Lin Ft	872	35-	30,520.00
	30-inch Storm Sewer Pipe		Lin Ft	1391	40-	55,640.00
	36-inch Storm Sewer Pipe		Lin Ft	289	45-	13,005.00
	42-inch Storm Sewer Pipe		Lin Ft	220	80-	17,600.00
	48-inch Storm Sewer Pipe		Lin Ft	956	85-	81,260.00
	72-inch Storm Sewer Pipe		Lin Ft	1334	100-	133,400.00
	Extra for Pipe Under Pavement		Lin Ft	8180	12-	98,160.00
	Installing 72-inch Pipe Under Railroad		Lin Ft	615	750-	461,250.00
	Bedding Material		Cu Yd	3340	12-	40,080.00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION N.W. St. Helens Rd - N.W. Nicolai St (Portland)	COUNTY	SHEET 3	OF 6
KIND OF WORK	KEY NUMBER	LENGTH	DATE
NAME BLACHLY			

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Manholes		Each	36	1,200-	$43,200^{00}$
	Special Manholes		Each	7	1,800-	$12,600^{00}$
	Tee Top Manholes		Each	4	800-	$3,200^{00}$
	Concrete Inlets, Type CG-2		Each	144	400-	$57,600^{00}$
	Concrete Inlets, Type G-2		Each	13	400-	$5,200^{00}$
	Concrete Inlets, Type P		Each	5	300-	$1,500^{00}$
	Special Inlets,		Each	1	800-	800^{00}
	CL-4 Modified Chain Link Fence		Lin Ft	1020	6-	$6,120^{00}$
	Concrete Walks		Sq Yd	12,000	10-	$120,000^{00}$
	Concrete Driveways		Sq Yd	2,500	18-	$45,000^{00}$
	4-inch Concrete Surfacing		Sq Yd	1800	10-	$18,000^{00}$
	Concrete Curbs		Lin Ft	25,000	5-	$125,000^{00}$
	Geotextile Fabric in Stabilization		Sq Yd	16,000	2^{10}	33,600
	Extra for Asphalt Approaches		Each	8	200-	$1,600^{00}$
	Extra for R.R. Grade Crossing		Lin Ft	3150	15-	$47,250^{00}$
	Drainage Curbs		Lin Ft	1215	3-	$3,645^{00}$
	Adjusting Manholes		Each	64	200-	$12,800^{00}$
	Reconstructing Manholes		Each	2	600-	$1,200^{00}$
	Capping Inlets		Each	2	200-	400^{00}
	Shelter Foundations		Sq Yd	55	30^{00}	1,650
	TRACKWORK Railroad Track and Ties, New		Lin Ft	8100	43^{00}	348,300
	Railroad Track, New or Relay		Lin Ft	2135	22^{00}	46,970

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.W. St. Helens Rd - N.W Nicolai St.			COUNTY		SHEET 4	OF 6
KIND OF WORK	KEY NUMBER		LENGTH	DATE	NAME BLACHLY	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Ties for Rehab Track		Each	1000	16^{00}	16,000
	Turnouts, Type No. 7 open		Each	7	24,000	168,000
	Turnouts, Type No. 7 street		Each	6	35,000	210,000
	Turnouts, Type No 9 open		Each	3	30,000	90,000
	Ballasting		Ton	9400	24^{00}	225,600
	Rubber Railroad Crossing, Type A		Lin Ft	3900	260^{00}	1,014,000
	Rubber Railroad Crossing, Type B		Lin Ft	336	530^{00}	178,000
	Rubber Railroad Turnouts, Type A		Each	7	20,000	140,000

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
N.W St. Helens Rd - N.W. Nicolai St (Portland)			5 OF 6

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	SIGNING					
	Removal of Existing Sign Installations		LUMP SUM	All	LUMP SUM	4,000
	Wood Sign Posts		LUMP SUM	All	LUMP SUM	14,700
	Sign Support Footings		LUMP SUM	All	LUMP SUM	39,000 ~~20,000~~
	Single Post Slip Base Sign Supports		LUMP SUM	All	LUMP SUM	10,000
	Breakaway Sign Posts		LUMP SUM	All	LUMP SUM	7,500
	Cantilever Sign Structure Sta 515+00 Lt		LUMP SUM	All	LUMP SUM	$6{,}000^{00}$ ~~11,000~~
	Cantilever Sign Structure Sta 557+50 Lt		LUMP SUM	All	LUMP SUM	$6{,}000^{00}$ ~~11,000~~
	Cantilever Sign Structure Sta 567+00 Rt		LUMP SUM	All	LUMP SUM	$6{,}000^{00}$ ~~11,000~~
	Cantilever Sign Structure Sta 579+10 Rt		LUMP SUM	All	LUMP SUM	11,000
	Cantilever Sign Structure Sta 593+50 Lt		LUMP SUM	All	LUMP SUM	11,000
	Cantilever Sign Structure Sta 596+00 Rt		LUMP SUM	All	LUMP SUM	11,000
	Type AA Signs in Place		Sq Ft	2519	19^{00}	47,861
	Type C Signs in Place		Sq Ft	133	12^{00}	1,596
	Type D Signs in Place		Sq Ft	36	12^{00}	432
	Type EE Signs in Place		Sq Ft	93	14^{00}	1,302
	Type H Signs in Place		Sq Ft	13	13^{00}	169
	Type I Signs in Place		Sq Ft	32	13^{00}	416
	Type R Signs in Place		Sq Ft	39	12^{00}	468
	Type T Signs in Place		Sq Ft	295	14^{00}	4,130
	Move and Reinstall Existing Signs		LUMP SUM	All	LUMP SUM	100

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION: N.W St. Helens Rd - N.W Nicolai St
REFERENCE NAME/PHONE:
COUNTY:
SHEET: 6 OF 6
KIND OF WORK:
KEY NUMBER:
LENGTH:
DATE:
NAME: Blackly

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		LUMP SUM	All	LUMP SUM	$162,300^{00}$
	Model 170 Controller Equipment, Complete		LUMP SUM	All	LUMP SUM	$40,600^{00}$
	LANDSCAPING					
	Soil Conditioner		Cu Yd	715	15 –	$10,725^{00}$ ~~9,000~~
	Furnishing and Planting Trees		Each	310	150^{00}	46,500
	Furnishing and Planting Shrubs		Each	846	10	$7,460^{00}$ ~~5,000~~
	Furnishing and Planting Ground Cover		Each	40400	0^{65}	$26,260^{00}$ ~~20,000~~
	Bark Mulch		Unit	100	130	$13,000^{00}$ ~~12,000~~
	Irrigation System, Complete		LUMP SUM	All	LUMP SUM	78,500 ~~60,000~~
	BUILDING					
	ENGINE HOUSE #16 VENTILATION		LUMP SUM	ALL	LUMP SUM	$8,000^{00}$
						8,014,607 $ ~~[illegible],107.00~~

August 8, 1985

RECEIVED
STAT HWY ENGR
AUG - 9 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Power Pole Location
Portland General Electric Company
N.W. St. Helens Rd. - N.W. Nicolai
Street Section
N.W. Yeon Avenue
Multnomah County
Project No. IX-0000(20)

This will confirm my hand delivery, on August 7, 1985, of a proposal by Richard L. Fleming, Metropolitan Utility Specialist, for the location of Portland General Electric Company's relocated aerial power line poles on the subject project.

Mr. Fleming's proposal for the location of PGE's power poles does not meet the desired safety setback for the installation of road side objects.

The Oregon State Highway Division's almost total utilization of limited right-of-way, the retention of railroad spur and service tracks and PGE's almost impossible task of obtaining power line easements and power line overhang easements has necessitated Mr. Fleming's request for a variance to the desired safety setback for power poles.

The proposed highway construction utilizes a curbed section with a proposed vehicle speed of 40 miles per hour. It is my opinion that the proposed power pole location will not impose a material safety hazard to the traveling public.

Your approval of the proposed locations for Portland General Electric aerial power line poles is requested.

JMC:jr

cc: E. S. Hunter
D. O. Christensen w/att
E. L. Hardt w/att
H. E. Broderick w/att
R. L. Fleming

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: ✓E. S. Hunter
Assistant State Highway Engineer

DATE: August 1, 1985

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Construction Finance Agreement #8470
Highway Designation - R.O.W. Abandonment
N.W. St. Helens Rd.-N.W. Nicolai St. of N.W. Yeon Ave.
City of Portland

Attached for your consideration is a copy of a draft Construction-Finance agreement for roadway work and abandonment of roads in Portland.

Please review the provisions of the proposed agreement and if you approve, return the draft to this office for preparation in final form.

EDM:me
Attachment

APPROVED
Duane Christensen
8/12/85

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
AUG 13 1985
REFER TO ________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

8-2-85
E.S.
Christensen
Pls review and
return to Potter
ESH

3 RDE Doe
2 FDE ✓
____ LE ____
____ SE ____
____ FPC ____
____ PDE ____
____ LFE ____
____ OTR ____
1 Strawn

RECEIVED
AUG 2 1985
ROAD DESIGN SECTION 4

____ BPC ____
____ FDS ____
____ CA ____
Copy AP ____
Return to Program
B/U ___/___/___

RECEIVED
STATE HWY ENGR
AUG -1 '85
REFER TO

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

July 31, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works
City of Portland
N.W. St. Helens Rd. - N.W. Nicolai St.
N.W. Yeon Avenue
Multnomah County
P.E. Project No. IX-0000(20)

Confirmation of your verbal authorization for City of Portland's Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of July 31, 1985 is requested. An estimate of cost is being prepared by the Bureau. Preliminary estimate of cost is $840,000. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 31, 1985 is approved

C T Christianson

C. T. Christianson, Area Engineer

JMC:jr
cc: E. S. Hunter
W. F. Cobine
Pete Gonzalez
E. L. Hardt
H. E. Broderick
R. L. Fleming

RECEIVED
STATE HWY ENGR
AUG -6 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

RECEIVED
JUL 23 1985
LEGAL

TO: Jack L. Sollis
Attorney in Charge

DATE: July 22, 1985

FROM: Donald N. Harwell
County/City Coordinator
Program Section

Donald N. Harwell

SUBJECT: Agreement Draft
Highway Designation & Abandonment
Construction-Finance Agreement
(Lower) Columbia River Hwy. No. 2W
City of Portland

[illegible] 7-25-85

Attached is a draft copy of an agreement (Misc. C & A No. 8470) covering the construction and financing of the N.W. St. Helens Road-N.W. Nicolai Street Section of N.W. Yeon Avenue in the City of Portland.

Also, included in the draft, are provisions for designating the new section as a part of the (Lower) Columbia River Highway No. 2W and the transfer to City those portions of the existing highway when by-passed.

Please review the draft and return to this office with your comments.

CK:pf
Attachment

7/25/85

Ed Marges -
This was originally your agreement - lets discuss & see if you can live with revisions. Thanks
Don H.

H

81-125-1387

GEN. PROV.

3. The parties further agree that upon completion of construction of project, State shall by formal resolution designate N.W. Yeon Avenue as the route of the Lower Columbia River Highway, State Primary Highway.

NOTE

Per J. Sollis (7-25) ¶

suggested this

be added in Gen Prov.

page 8 of draft

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Traffic Management
1120 S.W. Fifth Avenue
Room 902
Portland, Oregon 97204-1969
(503) 796-5185

July 23, 1985

Wayne Schulte
c/o Oregon Department of Transportation
9002 S.E. McLoughlin
Milwaukie, Or 97222

SUBJECT: N.W. Yeon Avenue Improvements

Dear Mr. Schulte:

Attached are the signing plan revisions proposed by the City of Portland.

All signing which is to be maintained by the City shall be aluminum and all posts which are to be maintained by the City shall be 2" I.D. galvanized pipe. All City maintained parking signing shall be 12" x 18" rather than the 24" x 30" signing shown on the plan.

Sincerely,

Michael W. Bauer

Michael W. Bauer
Senior Traffic Engineer

MWB:DRH:am

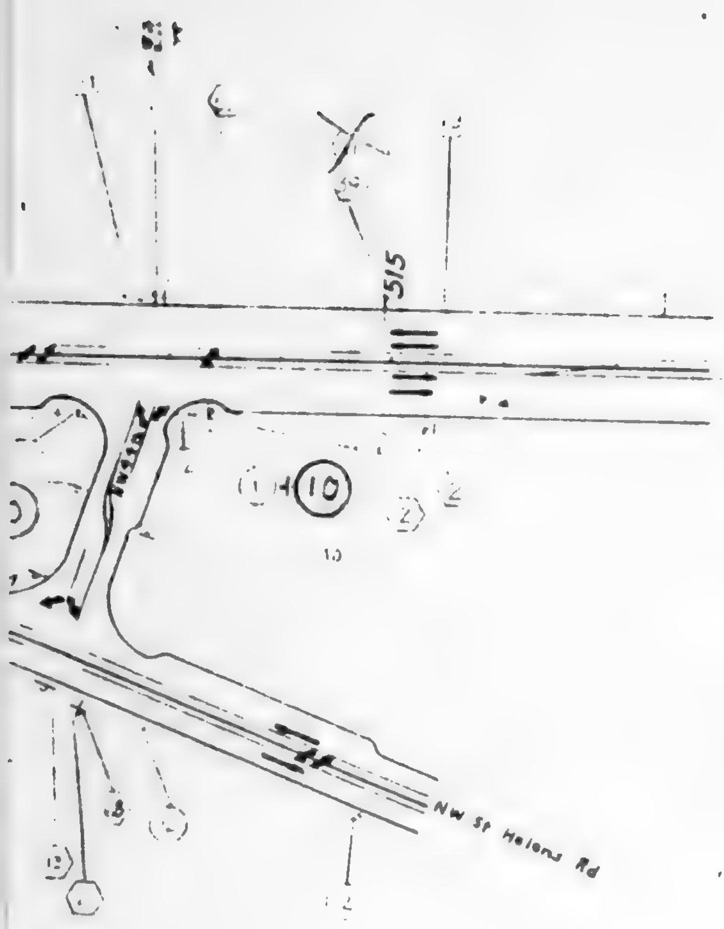
cc: Dave Hill
Bud Broderick
John Howard

mwb35 02

cc: w/Plans: Steve Wilson

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
JUL 29 1985
REFER TO Loc Progs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

6



LEGEND

1	Install new guide sign on new wood support
2	Remove existing sign and support
3	Remove existing sign
4	Install new guide sign on new wood support
5	Remove existing guide sign and support Reinstall existing guide sign on new wood support
6	Install new guide sign on new wood support
7	Install new route shield assembly on new wood support
8	Install new guide sign on new wood support
9	Install new guide sign on new wood support
10	Install new guide sign on new wood support
11	Install new guide sign on new wood support
12	Install new guide sign on new steel pole mount
13	Install new guide sign on new wood support
14	Install new guide sign on new wood support
15	Install new guide sign on new wood support
16	Install new guide sign on new wood support
17	Install new guide sign on new wood support
18	Install new guide sign on new wood support
38	Install new guide sign on new wood support
39	Install new control sign on mast arm as per Drwg. No. S-2990
63	Remove existing route shield assembly
65	Remove existing sign and support
67	Remove existing sign and support
68	Remove existing sign and support
69	Remove existing sign and support

Michael W Bauer SR. T.E.
CITY CONCURRENCE - AS NOTED

7/18/85
DATE

SIGNING PROJECT

NW St Helens Rd – West Fremont Intch Sec.
Columbia River Highway Multnomah Co.

Action	Date	Signature	Title
Submitted	6-1985		Traffic Control Eng'r
Approved			Sign Engineer
"			Traffic Engineer
"			Asst Hwy. Eng'r.
Accepted			

Sheet 1 of [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 18, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 00049
Project No. IX-1(38)
N.W. St. Helens Rd.-N.W. Nicolai St. (Portland) Section
Lower Columbia River Highway
Multnomah County

Attached data consists of Rev. PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids on this project September 19, 1985.

Clearinghouse review conclusions were previously submitted.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
✓ Gary Zehner, w/attach.
General Files

Form 734-3122

FEDERAL-AID PROGRAM DATA

STATE NAME	STATE CODE	APPN CODE	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	1 Project POST MI.	ITEM NO.	PROJECT LOCATION
Oregon	41	178	IX-	1	(38)	---	00049	US 30, N.W. Yeon Ave. (Portland)

CHARACTER OF PROPOSED WORK Gr., Dr., H-t Pave & Traffic Signals	CLASS OF FEDERAL FUNDS Interstate Transfer NAME OF URBAN AREA Portland

COUNTY NAME	CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Multnomah	051	10	ADT	19,100 DHV	1	- - -	7-18-85

ROUTE NO.	FEDERAL-AID	U	P	STATE	U.S.
P	1			2W	US 30

WORK YPE	TYPE OF IMP.	SECTION (KEY ID # 00364)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS
CONST							
I000 Y030 Y031	(04) (12) (12)	"N.W. St. Helens Rd.-N.W. Nicolai St. (Portland) Sec."	2.544	12,100,000	10,285,000	1,815,000	
PREPARED BY DRH:pf		PROJECT TOTALS	2.544	12,100,000	10,285,000	1,815,000	

REMARKS

ADDITIONAL DATA: Item No. 00049, Project Nos. IX-0000(20) & IX-1(24).

JECT DATA: Work under this project consists of 1) grade, drain, H-T pave on existing alignment to provide a basic four 12-foot travel lanes with left-turn median and variable width shoulders to allow parking in some areas; 2) install traffic signals at Kittridge Ave., N.W. 35th Ave., N.W. 29th Ave. & Front Street Connection; 3) railroad protective service as required; 4) railroad signal and gates by railroad forces; 5) remove and construct railroad lines as directed; 6) install illumination as directed; 7) adjust utilities as required; and 8) incidentals common to this type of project.

DATA FOR FHWA 37's:	TYPE CODE	COST
	I000	$11,420,000
	Y030	340,000
	Y031	340,000

NOTE: Included in 6 Yr. HIP on page 109 and included in MSD AE/TIP on page 12 no. 21.

[illegible] 21.2
[illegible] 405

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ed Hardt, Metro
Region Engineer

DATE: July 16, 1985

JBBoyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Railroad Relocation at
American Steel
File 52971
N.W. St. Helens Rd.-N.W.
Nicolai St. (Portland)
Section
N.W. Yeon Avenue
Multnomah County
FAP No. IX-1(24)

It is with some apprehension that I note the gross changes in the service to the American Industries, Inc., File 52971. I realize that the Railroad and Utilities Engineer has been working with your staff in Portland. I note that the meeting was June 3, and our entire effort has been to expedite this project for a PS&E by October. I see a month of negotiations in attempting to make the changes to the physical plant of American Steel. I hope that this one does not trip us completely from our goals. Any additional changes will surely sound the death knell of our project for this year.

JBB:jh

cc: E. S. Hunter ✓
Bob Bothman
Steve Green
Roger Trygstad

RECEIVED
STATE HWY ENGR
JUL 17 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 1, 1985

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

LOC 7

Attention: Jewel Lansing
City Auditor

Gentlemen or Ladies:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 445," adopted by the Transportation Commission on June 20, 1985, covering N.W. St. Helens Road-N.W. Nicolai Street (Portland) Section of N.W. Yeon Avenue in Multnomah County.

Also attached is a survey approval map.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Don Harwell (resolution attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: TED LITCHFIELD
Specifications Engineer

DATE: June 24, 1985

FROM: Edward L Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT:

PROJECT COSTS
NW Nicolai-W. Fremont Intch.
NW St. Helens Road-NW Nicolai
Front-Yeon Connection

Please program in the project authorizations for the projects listed below funds for "right-of-way monumentation" and "public information".

	SURVEY MONUMENTATION	PUBLIC INFORMATION
NW Nicolai-W. Fremont Intch. Lower Columbia River Highway (I-405 Fwy. Ext.)	$25,000	$5000
NW St. Helens Road-NW Nicolai NW Yeon Ave.	11,000	5000
Front-Yeon Connection NW 26th Ave.	8,000	----

ELH/cp
cc Curt Duval
Lou Spisla
Mary Volm

1 RDE
FDE
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FPO
PDE
LFE
GTE

RECEIVED
JUN 25 1985
ROAD DESIGN SECTION

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Return To
B/U / /

jc

U. S. DEPARTMENT OF TRANSPOR ON
FEDERAL HIGHWAY ADMINIST. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(24)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 28, 1985

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2 W

10. GENERAL LOCATION:

N. W. St. Helens Road - N. W. Nicolai St. Sect.

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 5-23-85 you are authorized to proceed with the actual acquisition of file No. 54520 as shown on R/W map 9B-21-24 at a TEC of $14,000 - F.F. $11,900 contingent upon modification of Project Agreement if additional funds are required.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 31 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
5/31

14. DATE 5/30/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 23, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-1(24)
N.W. St. Helens Rd.-N.W. Nicolai St. Sec.
Lower Columbia River Hwy.
Multnomah County

I request your authorization to proceed with the actual acquisition of file 54520 on the subject project. The area to be acquired is as outlined in red on the enclosed copy of right-of-way map 9B-21-24 and does not involve relocation assistance.

The estimated cost of the property is $14,000; however no increase in total cost or federal funds as currently under agreement is anticipated for this additional file.

CPL:bkb
Enc.
cc: J. Boyd
D. Aman
K. Bunk
General Files

Form 734-3122

ROAD DESIGN-HIGHWAY DES 16

Dave Harmon
Project Administration Engineer

April 8, 1985

Karl Keller
Senior Designer

Intersection of Front-Yeon Connection
With Yeon Ave.

On March 22, 1985 I met with Gene Miller of Ch2M Hill to discuss certain aspects of the NW St. Helen Rd. - NW Nicolai St. project as it relates to the Front-Yeon Connection.

Mr. Miller requested information on grades, drainage and super rates at the subject intersection. Please note the following information:

1. The superelevation rate of the curve through this intersection is 0.02/foot. The grade on the Front-Yeon Connection Centerline at the subject intersection (Sta. 595+47.09 = Sta. 100+00) is +1.33. At this point the roadway section is in transition from shed roof to crown.

2. Drainage between Front-Yeon Connection and NW St. Helens Rd.-NW Nicolai project is being looked into at this time permits and project time frame will dictate whether or not there is a problem.

Attached is a plan sheet and super runoff chart of the area involved. Please forward this information to Gene Miller of CH2M Hill.

KK:mg

ROAD DESIGN SECTION DES 16

David Harmond
Bridge Section

January 25, 1985

Norm Henry
Design Team Supervisor

N.W. St. Helens Rd-N.W. Nicolai St.
(Portland) Sec.
N.W. Yeon Ave.
Multnomah County
Prefix 26-1924

RECEIVED
JAN 25 1985
ROAD DESIGN SECTION
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This letter is submitted at your request for storm drainage information on the Front-Yeon Overpass Project.

In reference to the letter dated January 10, 1985 from Gene Miller of CH2M Hill, Inc., there has been no additional design work done on the Front-Yeon Overpass Project by the Final Design Unit in Salem. The only design work performed by the State on this project was done by the Metro Design Section under the direction of Paul Hailey. According to Paul Hailey, this information has already been submitted to CH2M Hill, Inc.

It is our understanding that CH2M Hill will be designing the drainage system for the Front-Yeon Overpass Project with the information supplied by the City of Portland along with any design changes and suggestions made by the Metro Design Section, State Department of Transportation.

Transmitted is a copy of the preliminary plan sheet on the N.W. St. Helens Rd-N.W. Nicolai St. Project. This project involves the reconstruction of Yeon Avenue. Part of the storm drainage from this subject project will need to be considered during the storm drainage design phase of the Front-Yeon Overpass Project. The existing manhole shown at the intersection of N.W. Yeon Ave. & N.W. 26th is the manhole to be constructed on the Front-Yeon Overpass Project. It is not existing at this time. Please note the details on the enclosed preliminary plan sheet. In particular, the size and flow line elevation of the 30" pipe which will connect to the storm drainage system being designed for the Front-Yeon Overpass Project. It is critical that the Front-Yeon Project be under construction before the N.W. St. Helens Rd-N.W. Nicolai St. Project. If not, other provisions for the drainage will have to be made.

Upon request we will provide any additional design information on the N.W. St. Helens Rd-N.W. Nicolai St. Project.

NH:EK:bn

Atch.

CON 21-2
I 405
C

STATE OF OREGON **INTEROFFICE MEMO**

TO: Steve Green, Metro
Right of Way Supervisor

DATE October 24, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

JBBoyd

SUBJECT: West Fremont Interchange
N.W. Nicolai--W. Fremont
Section
Lower Columbia River Highway

The recent Resident Engineer's meeting brought out the fact that we were extremely low on projects to utilize interstate money; the West Fremont Interchange would be a likely subject. The Design Section is going to review the possibility of putting this project under contract prior to that section northerly, which is the St. Helens Road-Nicolai Section of Yeon Avenue.

Please review your present program and do what is necessary to be able to clear the project by June 30, 1985. Tentative contract date in August or September. The Design Section will come up with a design where structures, etc., can be worked on prior to the Yeon Avenue project.

JBB:jr

cc: E. S. Hunter ✓
Hal Versteeg
Ed Hardt
Roger Trygstad

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO
FOR

Info	Inves	R/D	O/H	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1984

In Reply Refer to
File No.:

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

NW St. Helens Rd.-NW Nicoli St. Section
Yeon Ave.
City of Portland
Multnomah County

Dear Dave:

Enclosed is the original and seven copies of an Application for Crossing Alteration on Yeon Ave. @ Crossing 7A-3.16-C. Yeon Ave. is being widened to a four-lane roadway with a 15-foot median.

As a result of this project, a number of existing grade crossings will be closed. This will include Crossing 8P-4.00 and 8P-3.80 on Burlington Northern lines and 7A-3.22-C, 7A-3.10-C, 7A-2.93-C, 7A-2.80-C, 7A-2.68-C, 7A-2.50-C, 7A-2.40-C, 7A-2.35-C and 7A-2.29-C on the Portland Terminal line.

The first four sheets of the attached maps show the whole project and the numerous crossings to be closed. The fifth sheet concentrates on the one altered crossing on Yeon Avenue.

Note that there is a portion of Yeon Ave. which will have a service road located south of the Yeon Ave. southerly curb. You may want to consider track crossings of this service road as public crossings. There will also be a crossing of NW 35th Ave. in the throat of the intersection with Yeon Ave. This crossing will be located in the intersectional radii and the construction will not extend down 35th Ave. In discussing this matter and the matter of the crossings on the service road with Craig Reiley, it was decided that we would not prepare full-blown applications for these crossings or possible crossings.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

cc: H. S. Coulter - w/copy
E. S. Hunter - w/copy
Ed Hardt - w/copy
C. O. Fredrickson - w/copy
Wayne Cobine - w/copy
Jack Sollis - w/copy

RECEIVED
STATE HWY ENGR
OCT 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXF ______
PUC Crossing No. 7A-3.16-C
DOT-AAR Crossing No. 856251K

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon Dept. of Transportation, Highway Div.
(name of applicant)

for the authority, pursuant to ORS 763.030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of NW Yeon Avenue (name of street or highway)

and PORTLAND TERMINAL RAILROAD CO. (name of railroad company)

MAIN LINE (name of railroad main or branch line or other trackage)

PORTLAND (in/near) ______ (name of city/town/rail station), MULTNOMAH (name of county) County, Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $______

☒ Federal-Aid Highway System funds.*
______

☐ Other Federal Funds.*
______

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

Title Page

PUC Form 202 (30) 1-80

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) __X__ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: State of Oregon, Dept. of Transportation, Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763. 030 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 3.16

b. City Portland

c. Nearest railroad station Portland

d. County Multnomah

e. The proposed project is to be in the NW 1/4 of the SW 1/4 of Section 20, Township IN, Range IE, W. M.

4. a. Name of public highway involved in this project:

NW Yeon Ave.

b. Name of public authority with jurisdiction over this highway:

This will become a State Highway upon completion of the project.

5. Name of railroad involved in this project: Portland Terminal Railroad Co.
Main Line
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. PTRC, PGE, CITY OF PORTLAND, LIBERTY CABLE TV, MULTNOMAH COUNTY

b.

c.

d.

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? NO (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

Widen Yeon Ave. to 69-feet (curb to curb). Move the highway to the north side. This will allow for the Railroad and parking on the south side. No parking between curbs (69-feet).

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? YES (yes/no)

b. If yes, why? For public safety and convenience.

9. Is the crossing involved (to be) a separated crossing? NO (yes/no)

SECTION II. Grade Crossings (a separated crossing is involved in th application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? NO (yes/no)

If no, why not? TERRAIN AND ROADSIDE CULTURE NOT CONDUCIVE TO SEPARATED CROSSING.

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

BEFORE: Yeon Ave. is on a Tangent.

AFTER: Yeon Ave. will be moved several feet north. This will allow parking and railroad to be placed south of the south curb.

(2) *Width--The highway is 40 feet wide at the crossing at present; after completion of the project, it will be 69 feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

At present--			After completion--		
Shoulder** of	8	feet	Shoulder of	0	feet
1 lane(s) at	12	ft. ea.	2 lane(s) at	12 & 15	ft. ea.
Median of	0	feet	Median of	15	feet
1 lane(s) at	12	ft. ea.	2 lane(s) at	12 & 15	ft. ea.
Shoulder of	8	feet	Shoulder of	0	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface--	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	40 ft.	69 ft.
Type of surface of traveled way:		
on approaches	ASPHALT	ASPHALT
at crossing	ASPHALT	RUBBER
Type of surface on shoulders;	ASPHALT	N/A
Condition of surface:		
on approaches	FAIR	NEW
at crossing	FAIR	NEW
Is highway curbed on the approaches?	NO	YES
Is there one or more sidewalks at this crossing?	NO	YES

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

Northside 2-feet, 6 inches

Southside 7-feet, 6 inches

(4) Gradient, going toward crossing on--	At present:	After completion:
E (N or E) approach	± 0.16 %	± 0.16 %
W (S or W) approach	± 0.16 %	± 0.16 %

(5) Nearest public roadway intersection on each approach--

(a) E (N or E) approach: 1200 ft; ADT UNK

(b) W (S or W) approach: 1100 ft; ADT UNK

Name of road or highway:

(a) NW 35th Ave.

(b) NW Express Ave.

Public authority with jurisdiction over road or highway:

(a) City of Portland

(b) City of Portland

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

N/A

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

ILLUMINATION AND CROSSBUCK

b. Are all the devices to remain up to current standards? NO

b. The Railroad — At present: — After completion:

(1) Number of tracks-- 2 — 2

Name of each track from E (N or E) to W (S or W):

LEAD LINE

AMERICAN INDUSTRIES SPUR

(2) Angle of intersection-- 60° — 85°

If more than one track-highway angle exists, please give details below, track by track:

American Industries spur angle is 85°

Lead line angle is 60°

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

BEFORE: The lead line comes from Guilds Lake Yard and then runs down Yeon Ave. The spur line comes off the lead line and crosses Yeon Ave. and goes to American Steel Co.

AFTER: The lead line will come from Guilds Lake Yard and cross Yeon Ave. and go down area 12-feet south of the south curb of Yeon Ave. The spur line will remain in approximately the same place.

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
N (N or E) of crossing:	140 ft.	140 ft.
S (S or W) of crossing:	120 ft.	120 ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 9,000; After completion 22,000;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on E (N or E) approach:	35 mph	40 mph
on W (S or W) approach:	35 mph	40 mph
At crossing:	30 mph	35 mph
Posted speed limit on approaches:	35 mph	40 mph
(3) Direction of traffic flow:	E & W (N & S, etc.)	E & W

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	0	1
Switching movements:	4	4
Passenger trains:	0	0

(2) Speed of trains--

Maximum allowable:	4 mph	4 mph
Typical:	4 mph	4 mph
Slowest Normal:	1 mph	1 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

E (N or E) approach: 340 ft. to right; 280 ft. to left

W (S or W) approach: 310 ft. to right; 270 ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . The motor vehicle operator can see along the railroad . . .

E (N or E) approach: 400 ft. to right; 320 ft. to left

W (S or W) approach: 310 ft. to right; 160 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

Sight distance will change a little due to the move of Yeon Ave.

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph ✓	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

No (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

Cantilevered flashing lights and gates.

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
✓ Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* ✓ Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
✓ Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
✓ Standard advance warning sign
Standard "STOP AHEAD" sign
✓ Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
✓ Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: Cantilevered flashing lights and automatic gate signals.

Number of such devices: 2; To be located as follows: Either side of crossing.

(1) Who will perform the installation: Portland Terminal Railroad

(2) Estimated cost of installation: $100,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	100

(4) Who will maintain these devices? PORTLAND TERMINAL RAILROAD

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Portland Terminal Railroad	100

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: Stop clearance lines, advance warning sign, advance markings.

Number of such devices two ; To be located as follows:

(1) Who will perform the installation? ODOT

(2) Estimated cost of installation: $ PART OF PROJECT

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	100

(4) Who will maintain these devices? ODOT

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
ODOT	100

c. Protection type:

Number of such devices: ; To be located as follows:

(1) Who will perform the installation?

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices?

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: Non-mountable curb.

Number of such devices: 2; To be located as follows: Each side of crossing.

(1) Who will perform the installation? ODOT

(2) Estimated cost of installation: $ PART OF PROJECT

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	100

(4) Who will maintain these devices? ODOT

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
ODOT	100

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

ODOT

Estimated cost of this portion: $ PART OF PROJECT

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ODOT

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

ODOT

b. Remainder of crossing area: ODOT

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Portland Terminal Railroad

b. Remainder of crossing area: ODOT

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof: Portland Terminal Railroad

b. Remainder of crossing area: ODOT

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks--island circuits.)

REQUEST INPUT FROM RAILROAD AND PUC

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

NO (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

SECTION V. -- (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? YES (yes/no)

If yes, list and explain: The following crossings will be eliminated: 8P-4.0; 8P-3.80; 7A-3.22-C; 7A-3.10-C; 7A-2.93-C; 7A-2.80-C; 7A-2.68-C; 7A-2.50-C; 7A-2.40-C; 7A-2.35-C; 7A-2.29-C.

If no, explain why not:

42. Other items of construction and cost distribution:

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? YES (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: Pages 13, 14, 15, & 16.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 18th day of Oct, 1984.

(Applicant)

(Attorney)

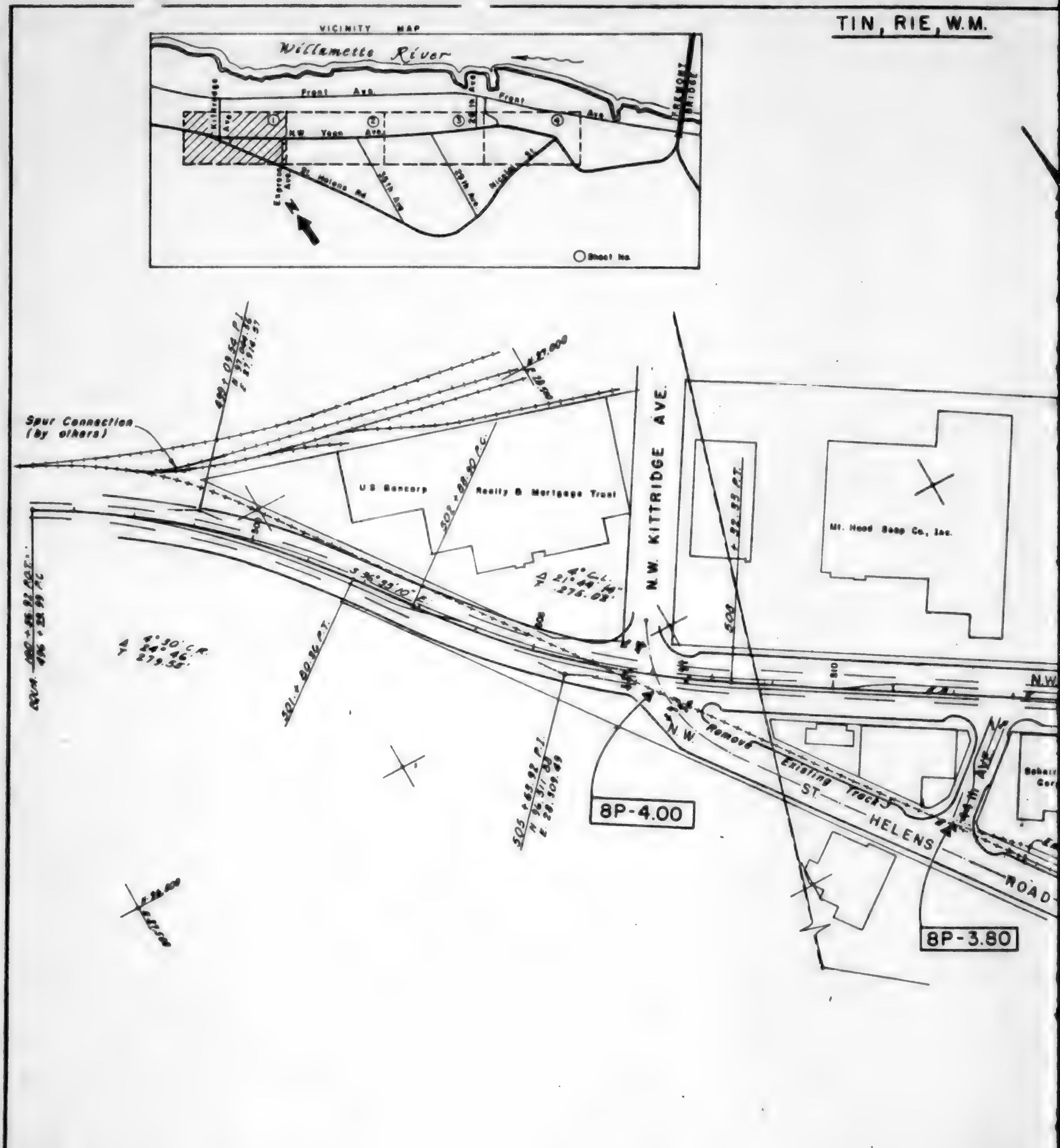
I, Roger D Trygstad, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 19 day of October, 1984.

Jenny S. Solein
(Notary Public for Oregon)

My Commission Expires: 12-18-84


TIN, RIE, W.M.
VICINITY MAP
Willamette River
Front Ave.
Front Ave.
Kittridge Ave.
NW Yeon Ave.
St. Helens Rd
Nicolai St.
FREMONT BRIDGE
① ② ③ ④
Sheet No.
Spur Connection (by others)
U S Bancorp
Realty & Mortgage Trust
N.W. KITTRIDGE AVE.
Mt. Hood Soap Co., Inc.
N.W. ST. HELENS ROAD
Remove Existing Track
S 56°53'10" E
Δ 21°49'14"
T 276.03'
Δ 24°46'
T 279.55'
501 + 80.86 P.T.
502 + 88.90 P.C.
505 + 63.92 P.I.
8P-4.00
8P-3.80

P.U.C. DRG. No. 9B-23-25 Sht. 1 of 5

RIE, W.M.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

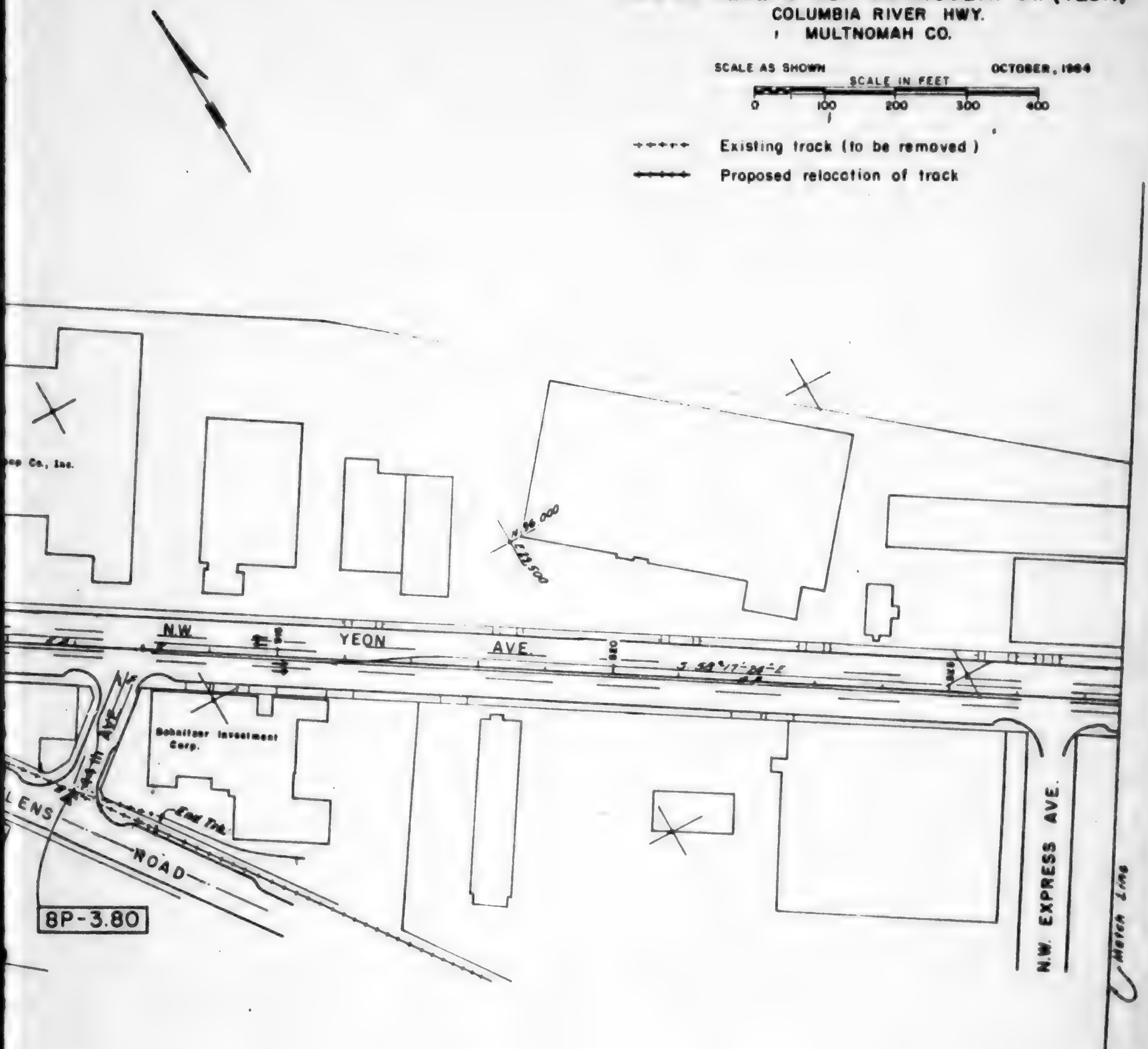
P.U.C. MAP - Grade Xings on YEON Ave.

N.W. ST. HELENS RD. - N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.

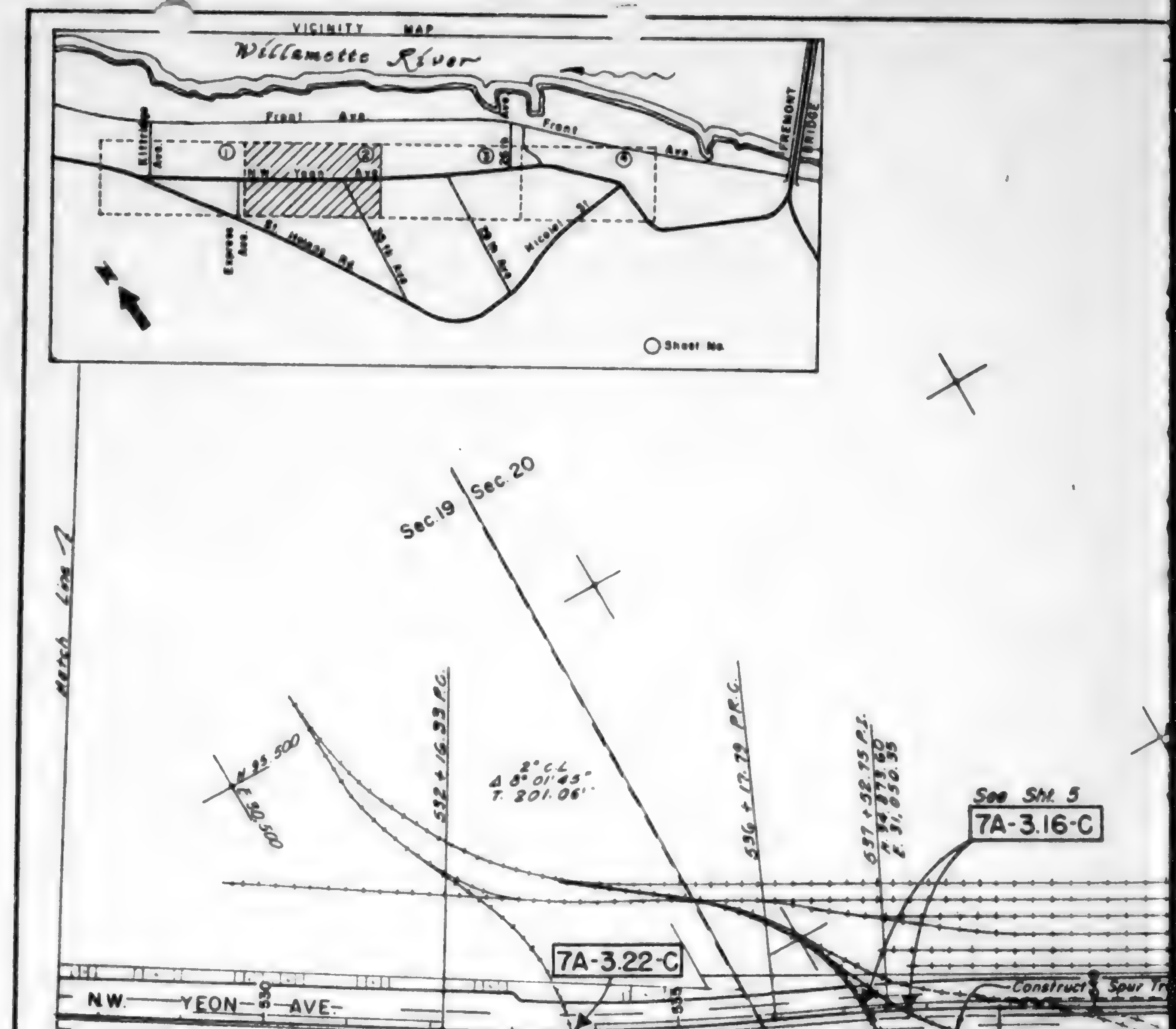
SCALE AS SHOWN OCTOBER, 1964

SCALE IN FEET
0 100 200 300 400

-+-+-+- Existing track (to be removed)
—+—+— Proposed relocation of track



Co., Inc.
N. 96,000
E. 13,500
N.W.
YEON
AVE.
S 58°17'-24" E
Schnitzer Investment Corp.
N.W. 24th AVE.
LENS
ROAD
End Trk.
8P-3.80
N.W. EXPRESS AVE.
Match Line


VICINITY MAP
Willamette River
Front Ave.
Kittridge Ave.
N.W. Yeon Ave.
Front Ave.
FREMONT BRIDGE
①
②
③
④
Express Ave.
St. Helens Rd.
Nicolai St.
Sheet No.
Match Line
Sec.19
Sec.20
N 93,500
E 30,500
532+16.33 P.C.
2° C.L.
Δ 8° 01' 45"
T. 201.06'
536+17.79 P.R.C.
537+38.75 P.I.
N 94,873.60
E 31,050.35
See Sht. 5
7A-3.16-C
7A-3.22-C
N.W. YEON AVE.
530
535
Remove Extg. Trk.
Construct Spur Trk.
Construct Spur Trk.
Remove Extg. Track
534+17.38 P.I.
N 95,008.56
E 30,743.62
McCloskey Varnish Co. of the N.W.
American Industries, Inc.
2° C.R.
Δ 3° 25' 40"
T. 134.96'
538+87.51 P.T.
Van Waters & Rogers

P.U.C. DRG. No. 9B-2

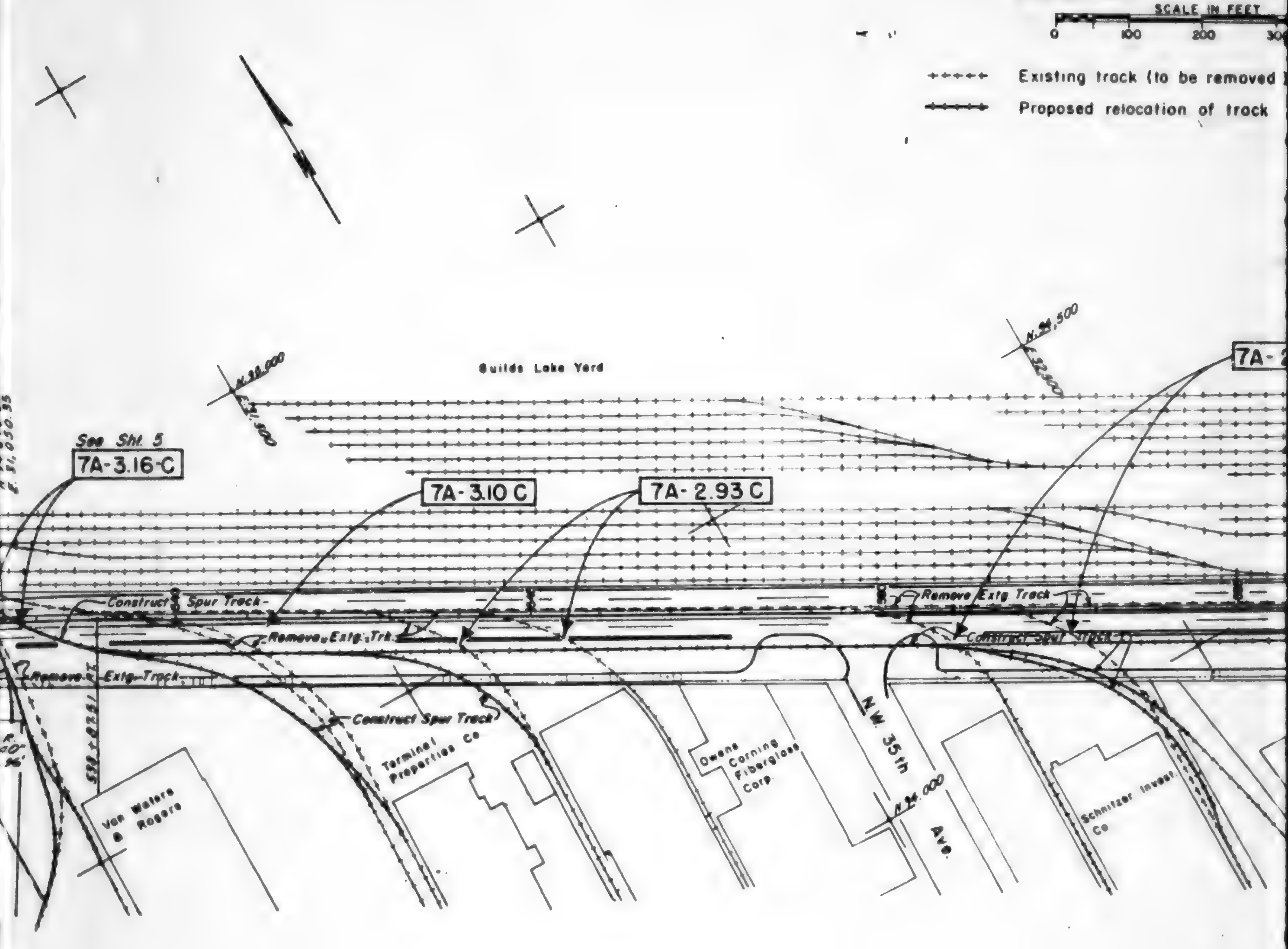
TIN, RIE, W.M.

STATE OF OREGON
DEPARTMENT OF TRANSPORTA

P.U.C. MAP - Grade Xings on

N.W. ST. HELENS RD. - N.W. NICOL
COLUMBIA RIVER HWY
MULTNOMAH CO.

SCALE AS SHOWN


SCALE IN FEET
0
100
200
30
Existing track (to be removed
Proposed relocation of track
Guilds Lake Yard
N. 33,000
E. 31,500
N. 34,500
E. 32,500
E. 31,050.35
See Sht. 5
7A-3.16-C
7A-3.10 C
7A-2.93 C
7A-2
Construct Spur Track
Remove Extg. Trk.
Remove Extg. Track
Construct Spur Track
Remove Extg. Track
Construct Spur Track
538+23.91
R. 400'
Van Waters & Rogers
Terminal Properties Co
Owens Corning Fiberglass Corp.
N.W. 35th Ave.
N. 34,000
Schnitzer Invest. Co

P.U.C DRG. No. 98-23-25 Sht 2 of 5

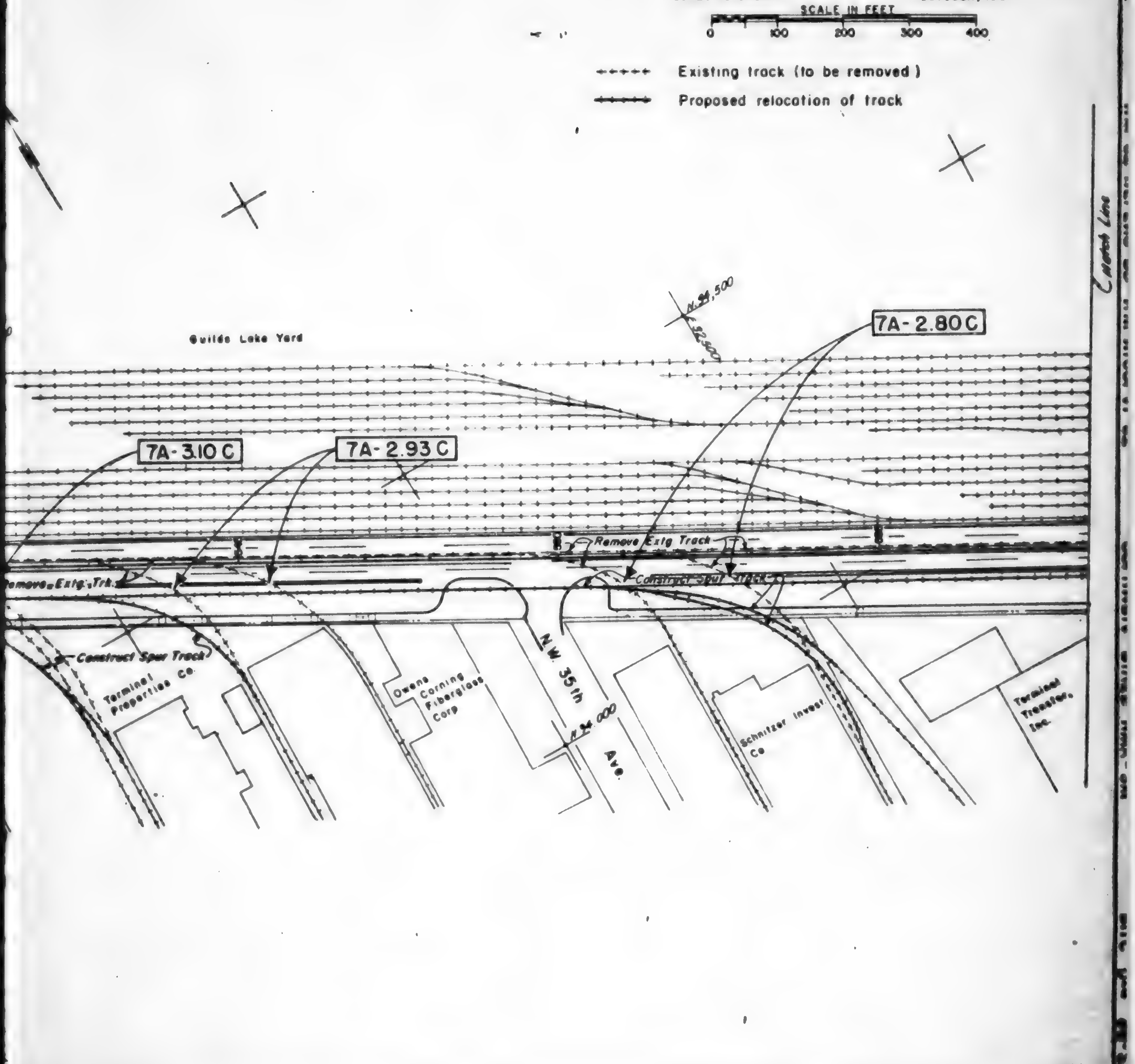
, RIE, W.M.

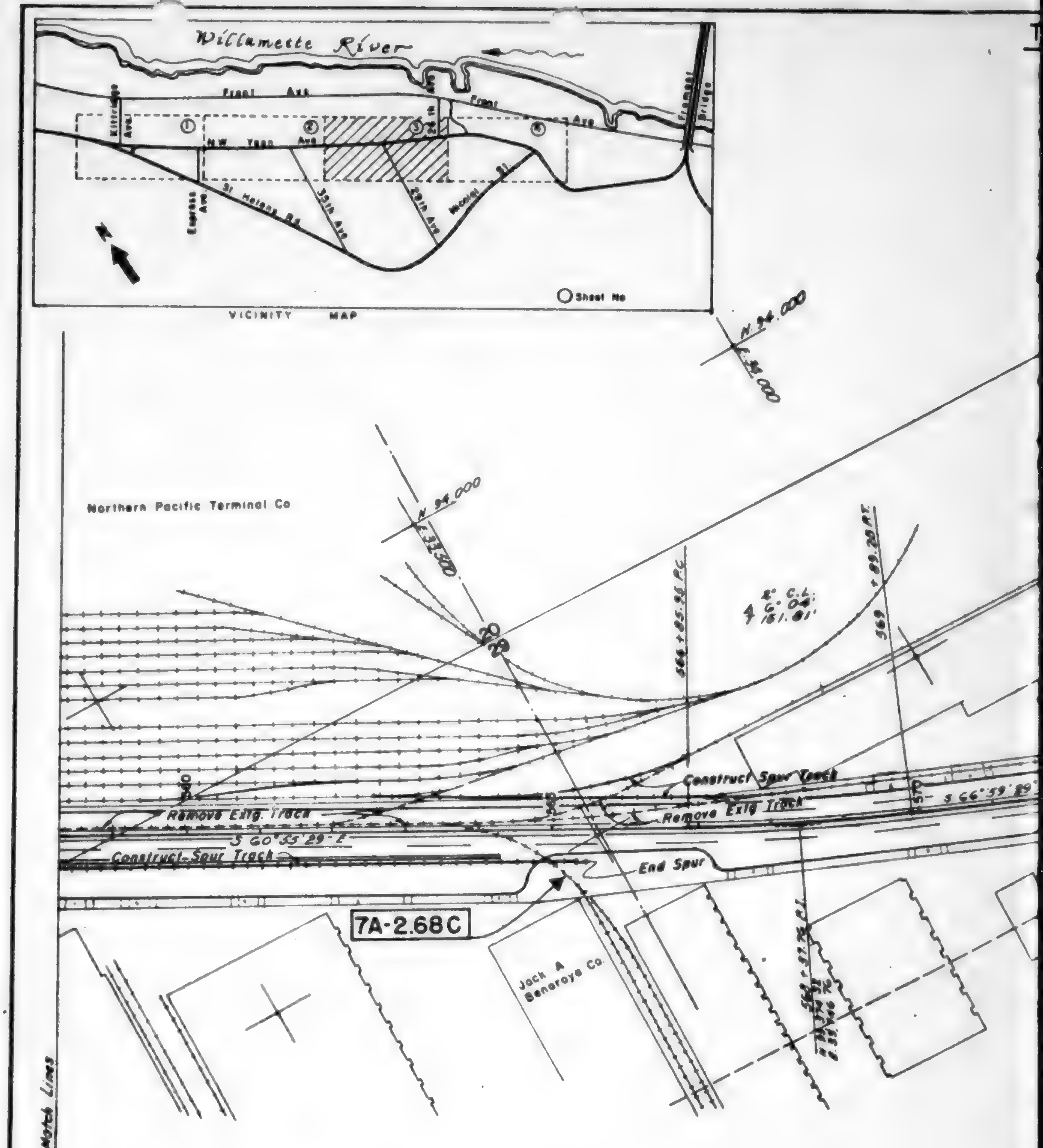
STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP - Grade Xings on YEON Ave.

N.W. ST. HELENS RD.- N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.

SCALE AS SHOWN OCTOBER, 1984


SCALE IN FEET
0
100
200
300
400
Existing track (to be removed)
Proposed relocation of track
Match Line
N. 94,500
E. 92,500
Guilds Lake Yard
7A-2.80C
7A-3.10C
7A-2.93C
Remove Extg Track
Remove Extg. Trk.
Construct Spur Track
Construct Spur Track
Terminal Properties Co.
Owens Corning Fiberglass Corp
N.W. 35th Ave.
N. 94,000
Schnitzer Invest. Co
Terminal Transfer, Inc.


Willamette River
Front Ave
Kittridge Ave
NW Yeon Ave
Express Ave
St Helens Rd
35th Ave
29th Ave
Nicolai St
Fremont Bridge
N
Sheet No
VICINITY MAP
N.94,000
Northern Pacific Terminal Co
564+85.96 P.C.
569+89.20 P.T.
Construct Spur Track
Remove Extg. Track
S 60°55'29" E
S 66°59'29"
End Spur
7A-2.68C
Jack A Benaroya Co.
Match Lines

P.U.C. DRG. No. 9B-

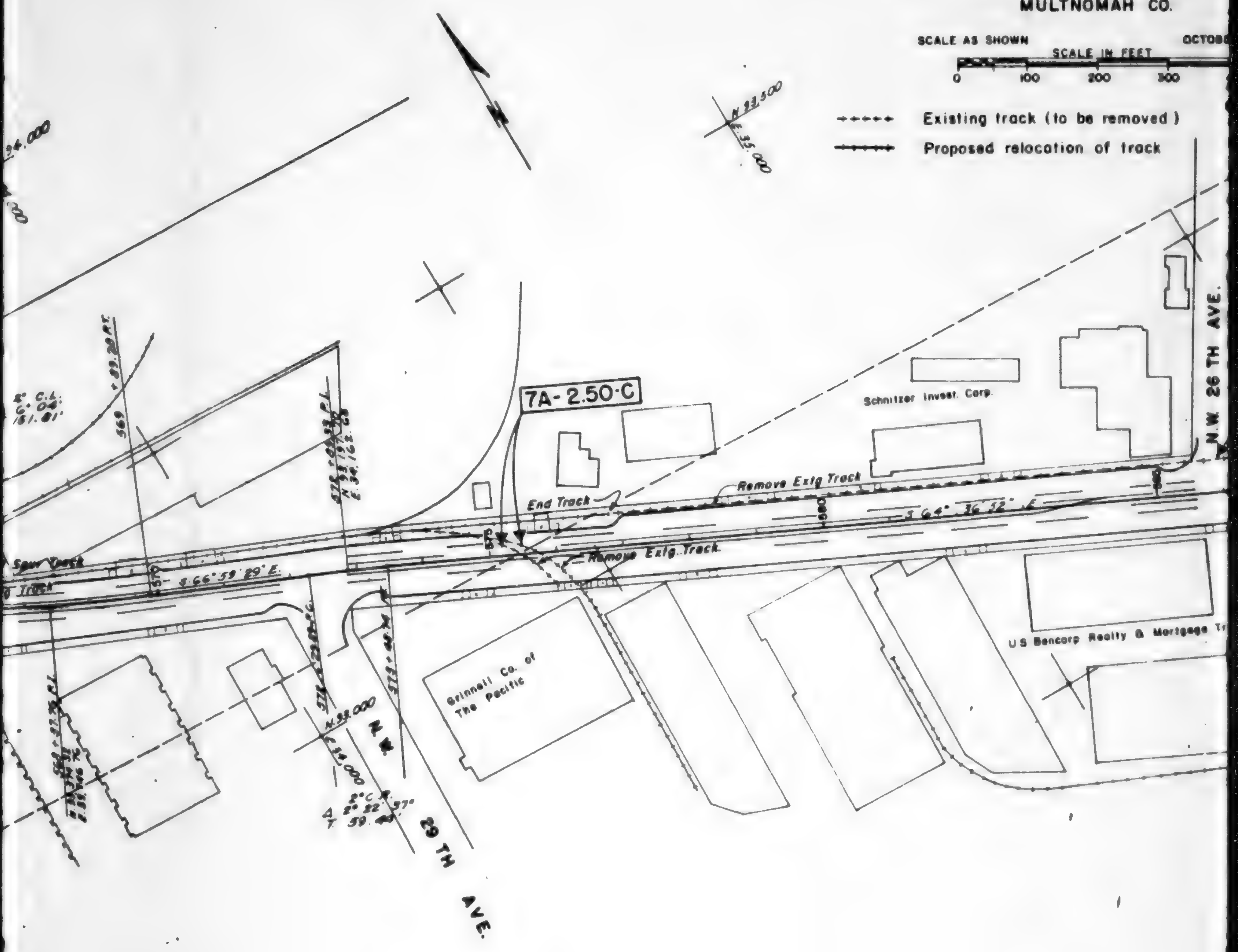
TIN, RIE, W.M.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP - Grade Xings on YEON

N.W. ST. HELENS RD. - N.W. NICOLAI S

COLUMBIA RIVER HWY.
MULTNOMAH CO.


SCALE AS SHOWN
OCTOB
SCALE IN FEET
0
100
200
300
Existing track (to be removed)
Proposed relocation of track
N 93,500
E 35,000
94,000
2° C.L.
C. 04'
151.81'
569 + 89.28 P.T.
578 + 04.93 P.I.
N 93,197.60
E 34,163.05
7A-2.50-C
Schnitzer Invest. Corp.
End Track
Remove Extg. Track
S 64° 36' 52" E
Remove Extg. Track
Spur Track
Track
570
S 66° 59' 29" E.
N.W. 26 TH AVE.
U.S. Bancorp Realty & Mortgage Tr
Grinnell Co. of The Pacific
N 93,000
E 34,000
N.W. 29 TH AVE.
2° C.R.
Δ 2° 52' 37"
T. 59.48'

PUC DRG No 98-23-25 Sht. 3 of 5

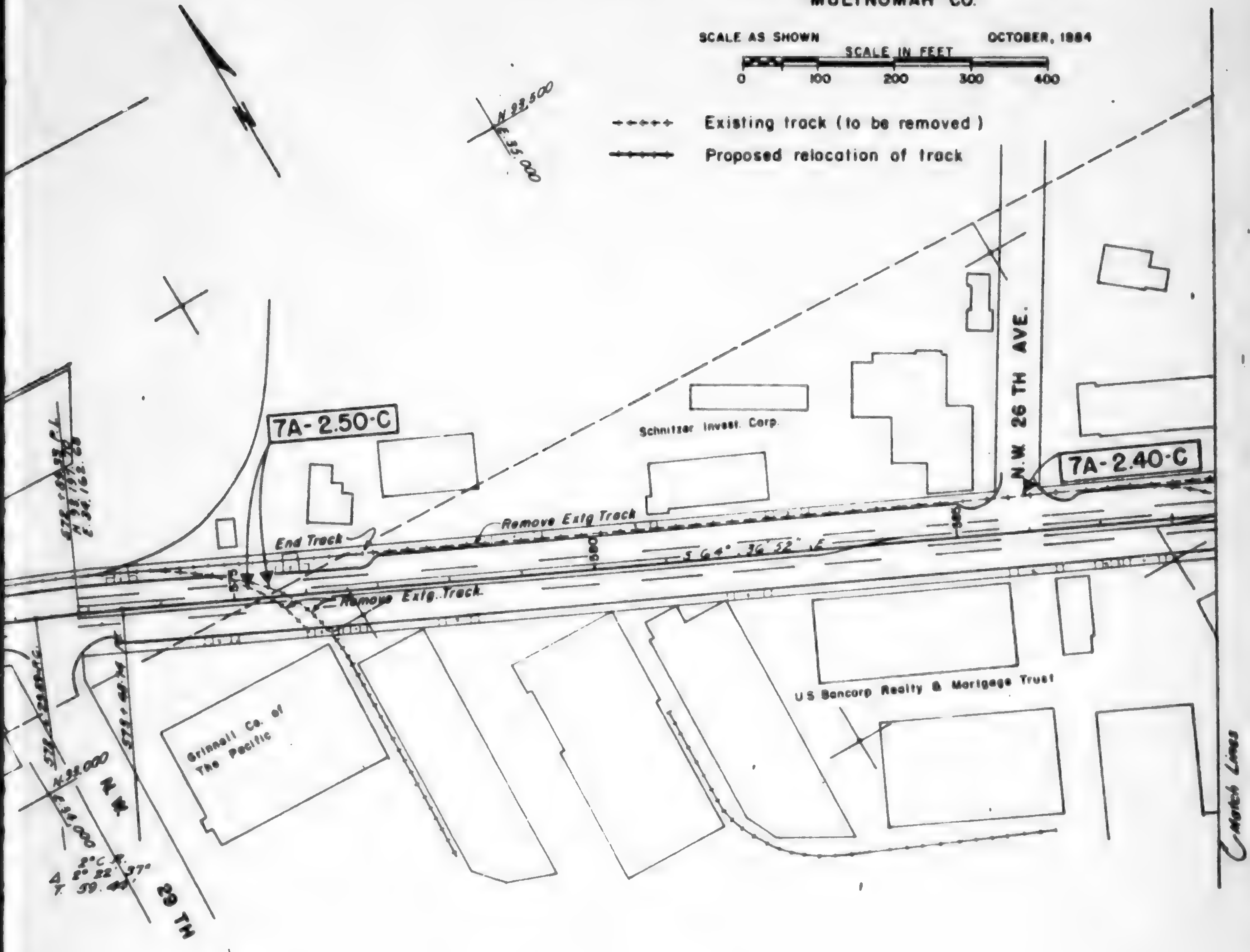
N, RIE, W.M.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

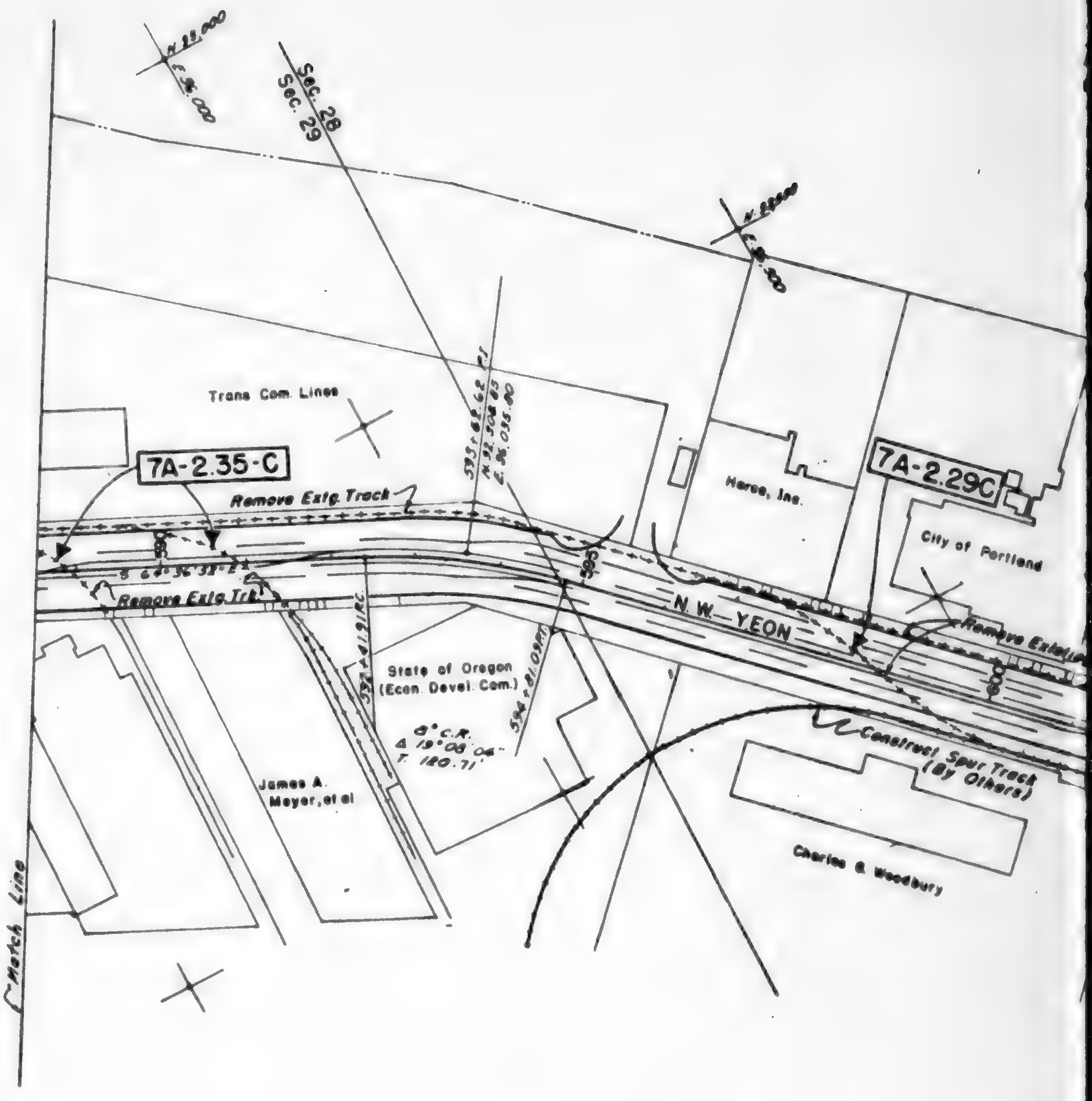
PUC MAP - Grade Xings on YEON Ave.

N.W. ST. HELENS RD. - N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.

SCALE AS SHOWN OCTOBER, 1984


SCALE IN FEET
0
100
200
300
400
Existing track (to be removed)
Proposed relocation of track
N 93,500
E 35,000
7A-2.50-C
Schnitzer Invest. Corp.
N.W. 26 TH AVE.
7A-2.40-C
End Track
Remove Exig Track
S 64° 36' 52" E
Remove Exig. Track
Grinnell Co. of The Pacific
U S Bancorp Realty & Mortgage Trust
N 93,000
E 34,000
2°C R.
Δ 8° 22' 37"
T. 59.
N.W. 29 TH AVE.
Match Lines

TIN


N 23,000
E 56,000
Sec. 28
Sec. 29
N 22,500
E 56,500
Trans Com. Lines
7A-2.35-C
Remove Extg. Track
595+62.62 P.I.
N 32,508.85
E 56,035.80
S 64°36'32" E
Remove Extg. Trk.
593+41.91 P.C.
State of Oregon
(Econ. Devel. Com.)
594+81.09 P.T.
6° C.R.
Δ 19°08'04"
T. 120.71'
James A.
Meyer, et al
Match Line
595
N.W. YEON
Horse, Inc.
7A-2.29C
City of Portland
Remove Extg.
Construct Spur Track
(By Others)
Charles & Woodbury

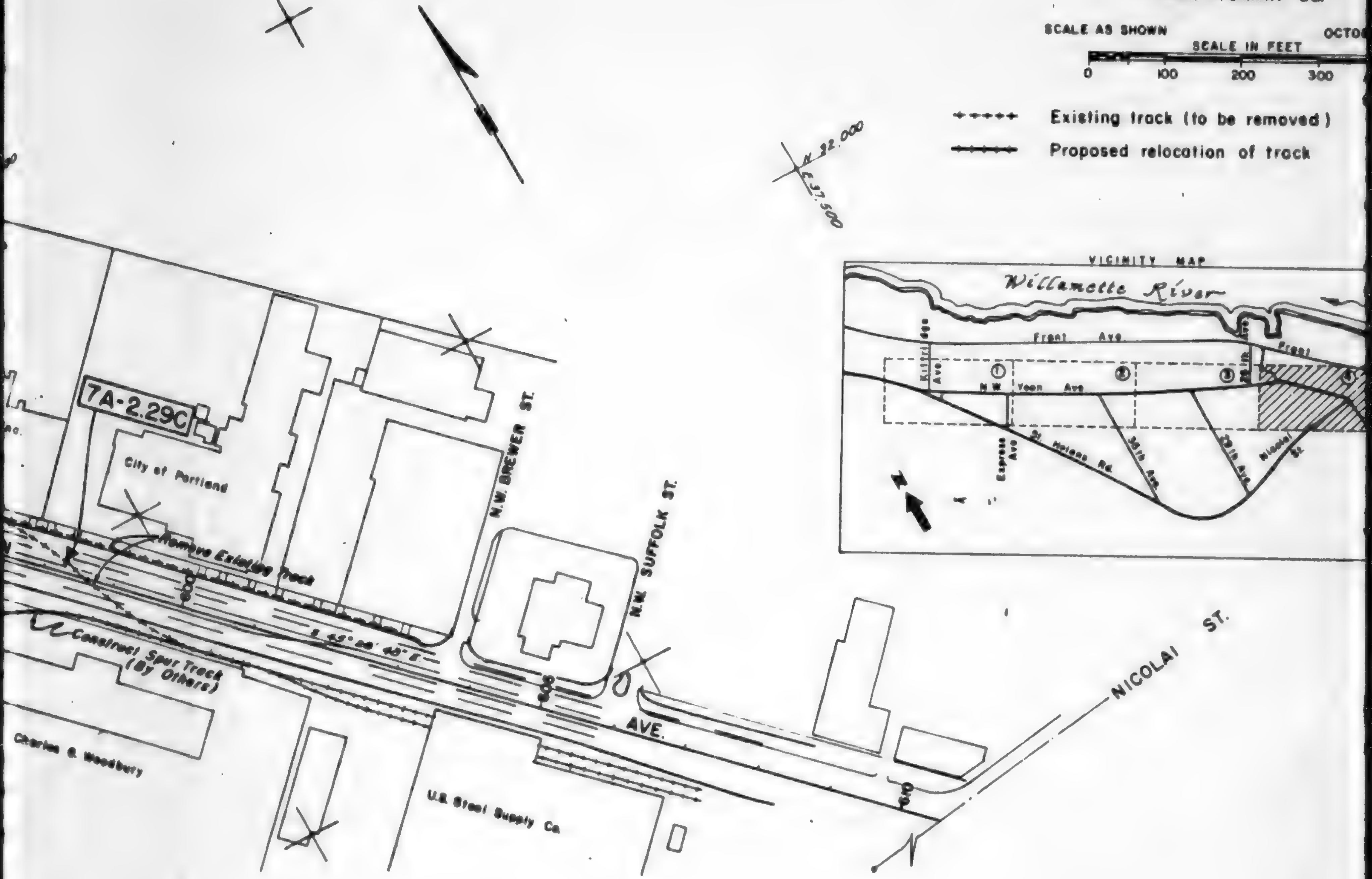
TIN, RIE, W.M.

P.U.C. DRG. No. 98-23

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP - Grade Xings on YEO

N.W. ST. HELENS RD.-N.W. NICOLAI
COLUMBIA RIVER HWY.
MULTNOMAH CO.


SCALE AS SHOWN
OCTO
SCALE IN FEET
0
100
200
300
Existing track (to be removed)
Proposed relocation of track
N 92,000
E 37,500
VICINITY MAP
Willamette River
Front Ave.
Kittridge Ave.
N.W. Yeon Ave.
Express Ave.
St. Helens Rd.
35th Ave.
29th Ave.
Nicolai St.
Front
①
②
③
N
7A-2.29C
City of Portland
Remove Existing Track
Construct Spur Track (By Others)
S 45° 26' 45" E.
Charles S. Woodbury
N.W. BREWER ST.
N.W. SUFFOLK ST.
AVE.
U.S. Steel Supply Co.
NICOLAI ST.

P.U.C. DRG. No. 98-23-25 Sht. 4 of 5

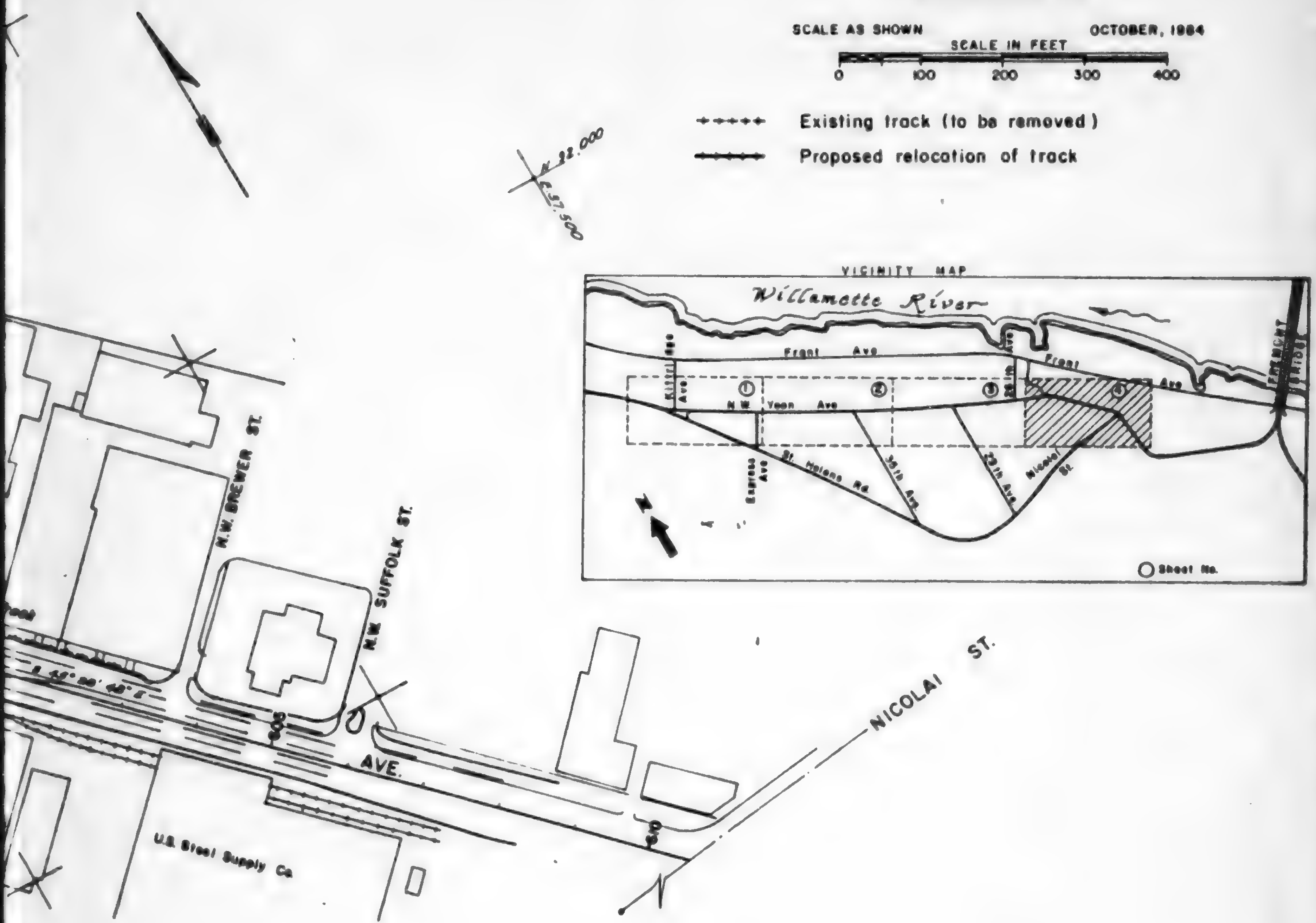
RIE, W.M.

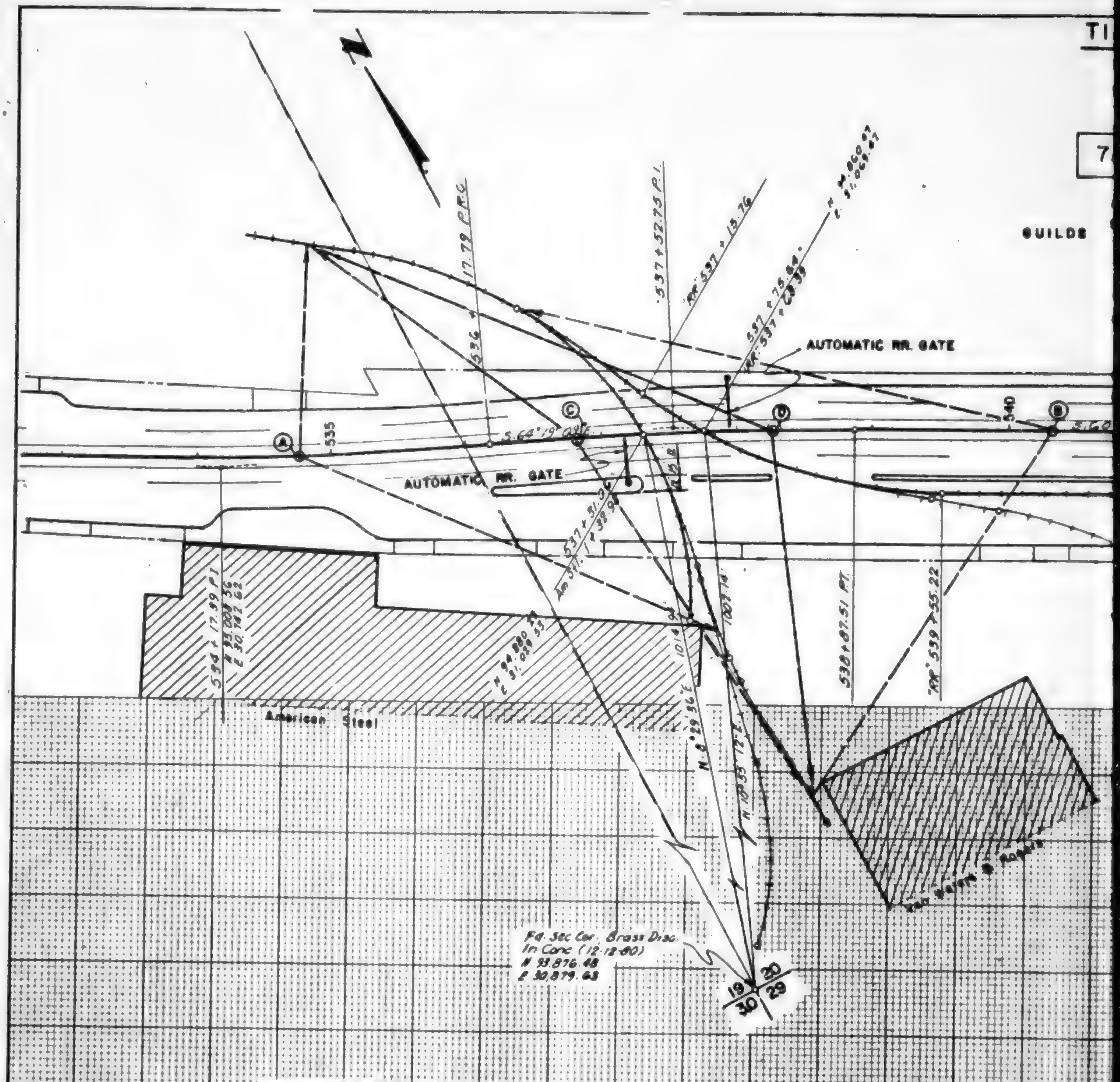
STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP - Grade Xings on YEON Ave.

N.W. ST. HELENS RD. - N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.

SCALE AS SHOWN OCTOBER, 1984


SCALE IN FEET
0
100
200
300
400
Existing track (to be removed)
Proposed relocation of track
N 32,000
E 57,500
N.W. BREWER ST.
N.W. SUFFOLK ST.
S 43° 00' 45" E
608
610
AVE.
NICOLAI ST.
U.S. Steel Supply Co.
VICINITY MAP
Willamette River
Front Ave
Front Ave
Kittridge Ave
N.W. Yeon Ave
26th Ave
Express Ave
St. Helens Rd
35th Ave
29th Ave
Nicolai St
FREMONT BRIDGE
1
2
3
4
N
Sheet No.


TI
7
N
BUILDS
17.79 P.R.C.
536 +
537+52.75 P.I.
"RR" 537 + 13.76
537 + 75.64 =
"RR" 537 + 68.39
N 94,860.97
E 31,069.47
AUTOMATIC RR. GATE
Ⓐ
535
Ⓒ
S.64°19'09"E.
Ⓓ
540
Ⓑ
AUTOMATIC RR. GATE
537 + 31.0
Am 537 + 38.9
534 + 17.99 P.I.
N 95,009.56
E 30,742.62
N 94,880.53
E 31,029.53
1014.
1009.14'
538+87.51 PT.
"RR" 539 + 55.22
American Steel
N.0°29'36"E.
N 10°33'12"E.
Fd. Sec Cor. Brass Disc
In Conc (12-12-80)
N 93,876.48
E 30,879.63
19
20
30
29

SIGHTING TABLE (at 40 MPH)

	Distance along Highway from crossing to point		Greatest Distance from Crossing RR Engine can be at sighting.	
Point	Westerly	Easterly	Northerly	Southerly
Ⓐ	256'		160'	340'
Ⓑ		256'	400'	320'
Ⓒ	50'		240'	520'
Ⓓ		50'	370'	280'

P.U.C. DRG. No.

STATE OF ORE
DEPARTMENT OF TRA

PUC MAP - Grade Xin

N.W. ST. HELENS RD. - N.W. N
COLUMBIA RIVER
MULTNOMA

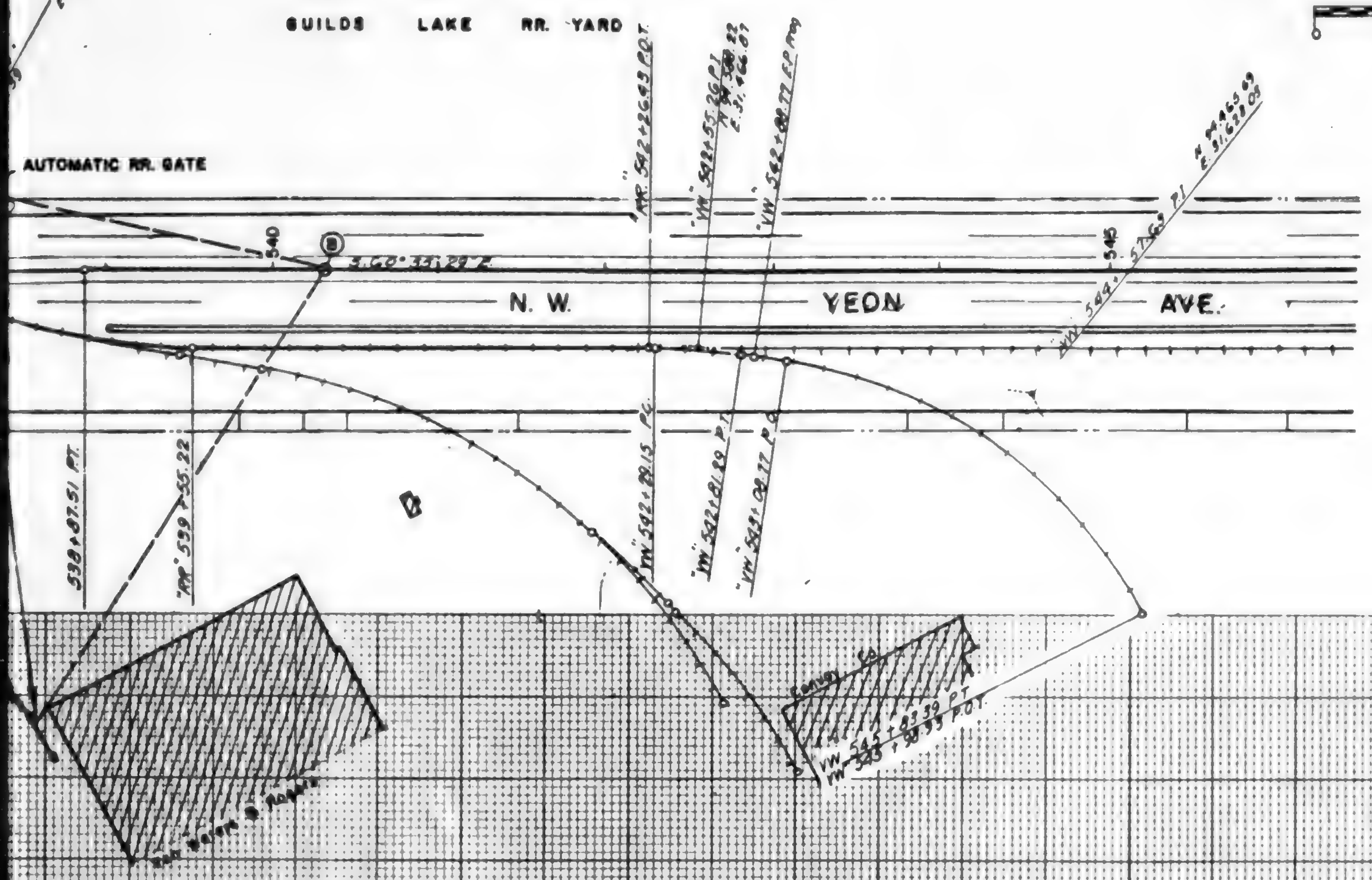
SCALE AS SHOWN

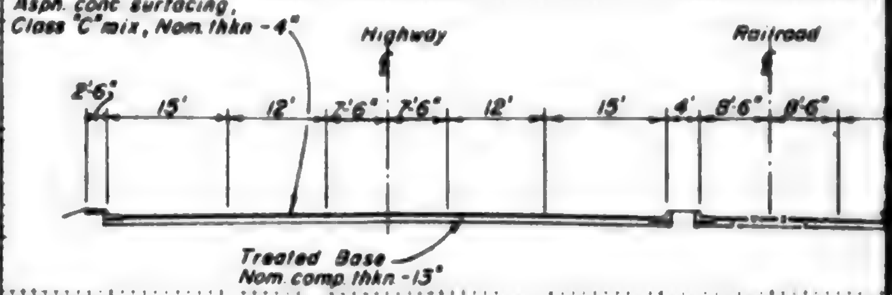
SCALE IN F

0 50 100

TIN, RIE, W.M.

7A - 3.16 C


N. 94,860.87
E. 31,069.87
GUILDS LAKE RR. YARD
AUTOMATIC RR. GATE
"RR" 542+26.93 P.O.T.
"VW" 542+55.26 P.I.
N. 94,588.22
E. 31,466.01
"VW" 542+88.77 E.P.
540
B
S. 60° 33' 29" E.
N. W. YEON AVE.
545
"VW" 544+57.63 P.I.
N. 94,465.69
E. 31,628.08
538+87.51 P.T.
"RR" 539+55.22
B
"VW" 542+29.15 P.C.
"VW" 542+81.89 P.T.
"VW" 543+08.77 P.C.
Conway Co.
VW 543+83.39 P.T.
VW 543+98.93 P.O.T.
Van Waters & Rogers


Asph. conc surfacing,
Class "C" mix, Nom. thkn - 4"
Highway
Railroad
2'6"
15'
12'
7'6"
7'6"
12'
15'
4'
8'6"
8'6"
Treated Base
Nom. comp. thkn - 13"

TYPICAL SECTION

No Scale

P.U.C. DRG. No. 9B-23-25 Sht. 5 of 5

RIE, W.M.

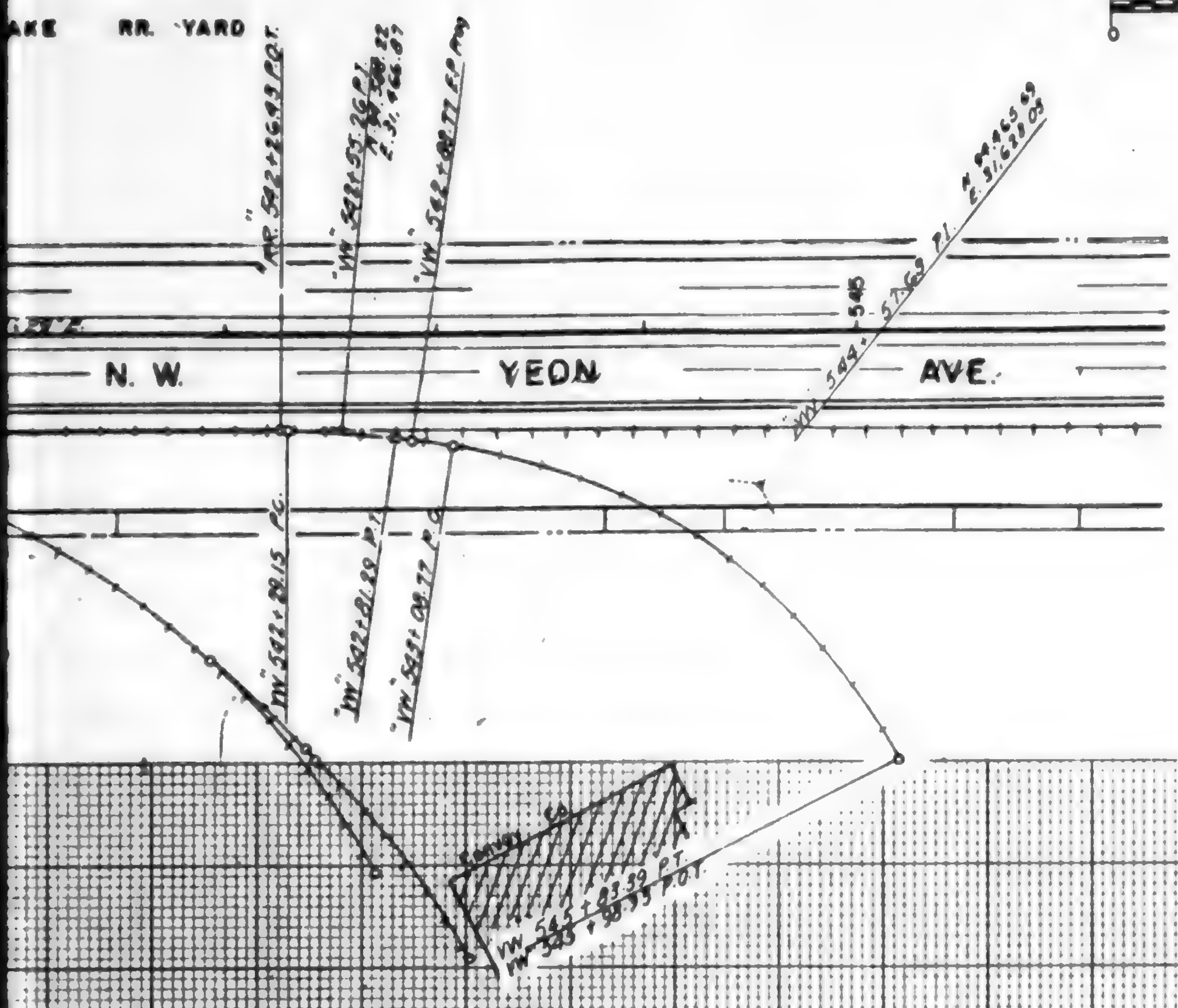
3.16 C

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

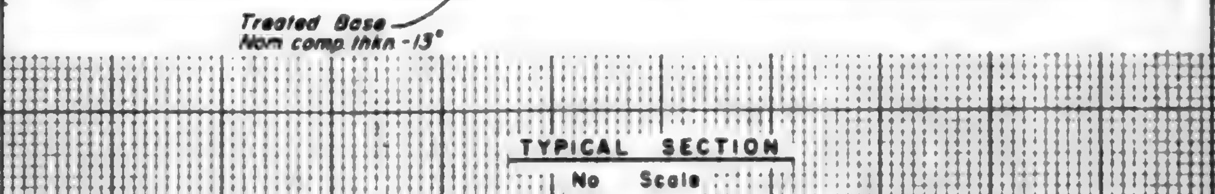
P.U.C. MAP - Grade Xings on YEON Ave.

N.W. ST. HELENS RD. - N.W. NICOLAI ST. (YEON)
COLUMBIA RIVER HWY.
MULTNOMAH CO.

SCALE AS SHOWN OCTOBER, 1984


AKE RR. YARD
"RR" 542+26.43 P.O.T.
"VW" 542+55.26 P.I.
N. 94,598.22
E. 31,466.87
"VW" 542+88.77 E.P. ...
N. 94,465.59
E. 31,628.03
"VW" 544+57.69 P.I.
545
N. W.
YEON
AVE.
"VW" 542+28.15 P.C.
"VW" 542+81.89 P.T.
"VW" 543+08.77 P.C.
Curve
VW 545+83.39 P.T.
VW 545+98.35 P.O.T.

SCALE IN FEET
0 50 100 150 200 250


Asph. conc. surfacing, Class "C" mix, Nom. thkn - 4"
Highway
Railroad
2'-6"
15'
12'
7'-6"
7'-6"
12'
15'
4'
8'-6"
8'-6"
14'
18'
7'-6"
Treated Base
Nom. comp. thkn - 13"

TYPICAL SECTION
No Scale

19142

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: July 23, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

J B Boyd

SUBJECT: Critical Files
N.W. Portland

The two projects, Yeon Street from Nicolai to St. Helens Road and I-405, are critical in the development path. The relocated rail line needs descriptions as does the drainage easement from Yeon Street to the river. Mr. Roger Trygstad will continue to follow up on these two critical files in order that we may continue the orderly development process in this area. We believe that both of these acquisitions will take considerable time.

JBB:jr

cc: Hal Versteeg
Ed Hardt
Steve Green
Roger Trygstad

1 Versteeg ✓
Anderson
2 Adams
[illegible]
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUL 24 1984
ROAD DESIGN SECTION

3 Strawn
Do Not File ☐
Return To
Bring Up __/__/__
Action

REFERRED TO
Mann Cone [✓ Henry]
Eriksen Dayton
Baker Anderson
King Bedford Lee
Due
Return Discuss Do File
By FINAL DESIGN ENGINEER

Status?

N.W. St. Helens - N.W. Nicolai
Drainage Ease. description
has been Written. Rail Spur
connection descriptions have been
written, Except to American steel. 7-26-84 T.E.

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1(24)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-2-84

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
N.W. St. Helens Rd - N.W. Nicolai St. Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6-27-84 you are authorized, contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual acquisition of file number 53584 and 53874 as shown on revised R/W map 9B-21-24 at aTTEC pf $40,000 - F.F. $34,000.

Federal participation is limited to that right of way actually incorparated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO Potter

Info	Inves	R/D			Act	File

Orig. to
7/12

14. DATE 7-2-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CN 21-2
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 27, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Project No. IX-1(24)
N.W. St. Helens Rd.-N.W. Nicolai St. Sec.
Lower Columbia River Hwy.
Multnomah County

I request your authorization to proceed with the actual acquisition of files 53584 and 53874 on the subject project. The areas to be acquired are as outlined in red at Station 533+00 and Station 538+00 on the enclosed copy of revised right of way map 9B-21-24 and do not involve relocation assistance.

The estimated cost of the properties is $40,000; however, no increase in total cost or federal funds as currently under agreement is anticipated for these additional files.

CL:me
Enc.
cc: J. Boyd
D. Amas
K. Bunk
General Files

Form 734-3122

[illegible]

CON 21-2
I-405

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-1(24)
NW St. Helens-NW Nicolai, Yeon Ave
Revised Escrow Agreement
Ref: J. B. Boyd ltr of 2/3/84

Date: February 8, 1984

From: Division Administrator

Reply to Attn of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

We have reviewed the revised escrow agreement and concur in its use on the subject Federal-aid project.

John D Wickman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
FEB 9 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CON 21-2
I-405

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 3, 1984

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Nicolai-Kittridge Section
Yeon Avenue
Revised Escrow Agreement

We appreciate your assistance in the matter of the Yeon Street project. We have made some minor revisions in that Escrow Agreement. The revisions are highlighted on the attached copy. We would appreciate your review of them.

JBB:jr
attach.

cc: Fred Miller w/attach.
H. S. Coulter w/attach.
E. S. Hunter w/attach.
V. E. Skoog w/attach.
Gary Potter w/attach.
Ed Hardt w/attach.
Steve Green w/attach.
Geoff Larkin w/attach.
Jack Sollis

RECEIVED
STATE HWY ENGR
FEB 3 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

File No.

ESCROW AGREEMENT

THIS AGREEMENT, entered into this ______ day of __________________, 1984, between the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State",
hereinafter called "Company", and
hereinafter called "Escrow Agent",

WHEREAS, Company is the owner of the following described property:

;and

WHEREAS, said property has railroad service via a railroad spur from railroad facilities located on N.W. Yeon Avenue and on adjoining railroad property; and

WHEREAS, the railroad spur from said railroad facilities to Company's property will be removed as a result of the I-505 Alternative Project, N.W. Yeon Avenue; and

WHEREAS, to relocate said railroad spur on Company's property it will be necessary to remove part of and modify Company's building; and

WHEREAS, State is willing to reimburse Company for the removal of part and modification of Company's building required by the relocation of said railroad spur; and

WHEREAS, for that purpose State is willing to place in escrow with Escrow Agent the sum of $_________________, which is the estimated cost of removing a portion of and reestablishing new walls for Company's building required by the relocation of said railroad spur; and

WHEREAS, Company is agreeable to said escrow arrangement provided that the monies deposited in the escrow could be withdrawn in installments during the time said Company's building is being partially removed.

NOW, THEREFORE, the parties agree as follows:

1. State will deposit in an escrow account with Escrow Agent the sum of $___________________.

2. Escrow Agent will immediately deposit said monies in a bank savings account or certificates of deposit yielding the highest interest rate for such deposits.

3. Company, with written consent of State, may withdraw said escrow monies in installments at periodic intervals during the partial removal of Company's building.

4. State will devise a formula for the installment payments whereby Company will be paid a pro rata part of the escrow monies as portions of the removal work is done. All of the monies deposited in escrow, including said bank interest accruing thereto, except for Escrow Agent's escrow fees, will be disbursed to Company when that portion of Company's building required for said relocated railroad spur is completely removed.

5. Company shall pay back into the escrow account all amounts paid to it by Escrow Agent if Company's building is not removed and the easement area made available to State for the relocation of said spur track by __________________, (date), except Company may retain or be paid the sum of $__________________, which shall be considered full payment for damages to Company's property without reestablishing the railroad spur thereon.

6. Before any installment payments are made Company will deposit in escrow a release for any and all claims for damages against State resulting from the project. See Attached Exhibit for Release document. Said release will be delivered to State on __________________ (date) or after said spur is reconstructed, whichever is earlier.

7. Company will also deposit into escrow a construction easement allowing State to enter upon Company's property to relocate the railroad spur on Company's property. This easement will be delivered to State after the removal of Company's building and access is provided to the State for reconstruction of Company's spur track.

8. In the event Company does not remove that portion of its building required and make the easement area available for said relocated railroad spur by __________________(date) all monies, except for escrow fees, and damage amount, and all documents will be returned to State along with Release.

9. Escrow Agent will receive out of the funds deposited the sum of $__________________ for its services as Escrow Agent.

APPROVED AS TO LEGAL SUFFICIENCY

____
Assistant Attorney General

Date________________________________

COMPANY

By__________________________________

STATE

By__________________________________

ESCROW AGENT

By__________________________________

10,-11

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-1(24)
NW. St. Helens - NW. Nicolai, Yeon Avenue
(Mr Boyd's ltr, 1-23-84)

Date: January 31, 1984

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

As requested, we approve the proposed procedure outined in Right of Way Manager Boyd's letter, for the acquisition and clearing of the easement areas required to reestablish the railroad spurs on Files 52974, 52975, and 52977.

The owners must be informed in writing at the initiation of negotiations that the proposed transaction for the reestablishment of the railroad spurs must be on a voluntary basis and that if a mutually satisfactory agreement cannot be reached, the State will acquire only those property rights required for the physical construction of the highway project.

An owner-occupant must also be advised that he or she will not qualify as a displaced person when voluntarily entering into a transaction which is not under the threat of eminent domain. In such cases, however, any resulting displacement of a tenant will qualify the tenant as a displaced person.

Should you have any questions in regard to the foregoing, please contact us.

John D Wickman
for Dale E. Wilken

cc:
OSHD (Mr Boyd, R/W)

RECEIVED
STATE HWY ENGR
FEB 2 '84
REFER TO Hunter
FOR
Info ☒ Inves R/D D R Sign

2/2

10,148

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

January 23, 1984

TO: Dale Wilken, Division Administrator
Federal Highway Administration

J B Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Nicolai - Kittridge Section
Yeon Avenue

The problem on Yeon Avenue has been discussed many times with Federal Highway Administration personnel. In a recent meeting with Bob Hathaway, Assistant Administrator; and John Wichman, Division Realty Officer, it was decided to implement a procedure for accomplishing this project. The project is an important link which completes the traffic patterns from the end of the Fremont Bridge northwesterly to the Linton area. The project was envisioned conceptually and in some detail in the alternate to I-105 supplemental environmental impact statement which was approved by the Federal Highway Administration on December 8, 1980. This supplemental impact statement verified that, in the case of the industrial users, a good share of the existing spur tracks would be preserved as to utility.

The City of Portland Director of Transportation, Mr. Geoff Larkin, in an attached letter specifies the City of Portland's position in the project. It was necessary in the project to relocate the lead line from the easterly side of Yeon Avenue to the westerly side, successfully eliminating a number of crossings of Yeon Avenue which would have been a severe imposition on the traffic pattern to be developed. Thus from a project standpoint, the users, both owners and tenants, were assured that the project would include the modified track patterns. As we move into the project, it is obvious that the cost to cure of these building modifications to enable a reasonable curvature on the spur tracks was a difficulty from an appraisal standpoint. In order to resolve this problem, my proposal and the solution we have arrived at is as follows:

Form 734-3122

PROCEDURE

This procedure assumes that the building owners are in favor of reconnection of the spur. The procedure does not allow for dealing with the spurs which are not to be reconnected or in the case of a owner who disagrees with the system that we have devised for reconnection of the spurs.

BUILDING RECONSTRUCTION PROCEDURE

1. Acquire Easement

   a. Land Costs - that area impacted by the spur construction. This would be a reasonable distance parallel and adjacent to the reconstructed spur. This value will be appraised and negotiated under standard appraisal procedures.

   b. Building Removal Costs based on appraised cost of the building removal. This would be our normal method of having a building wrecker or contractor submit a qualified bid agreeing to perform the work at a set price.

   c. Loss of building area would be appraised and negotiated, as in a.

   d. Cost to reestablish walls, etc., based on our normal method of having a reputable contractor ascertain the cost and agree to do it at that value.

The purpose of this procedure would be to establish a value that would be provided the owner of the building in an escrow for his accomplishment of b and d. This amount of money would be placed in escrow on the execution of the easement documents. The agreement would give him the responsibility for the removal of the building to allow us to reestablish the spurs as indicated on the plans.

2. Owner executes his responsibility within the time specified. He could draw from escrow in the amount of the construction funds expended based on a pro rata share of the appraisal amount. Failure on his part to clear the easement for the spur would require return of the escrow to the State less any payment that would be due to the owner under the alternative of cutting off the spur at the right-of-way line and leaving

the building without the spur. Upon possession of the cleared spur easement area all funds remaining in escrow would be released regardless of the condition of the building.

The proposed escrow form is attached.

3. Provided the building owner delivers, the State would reconstruct the spur on the easement executed under step one.

My request is that you approve this method of facilitating this project due to its unusual nature and to the commitments that have been made to the industrial users along this corridor. Any other course of action will severely impact the entire community for which this project is intended to provide both a transportation network and an atmosphere in which they can continue their present mode of operations. I am including with this transmittal a case history of a particular set of properties on files 52976, and 52975. These exhibits have been prepared to show the extent of the work that is required in order to provide a satisfactory curve radius for the Railroad's operations and how it impacts the businesses presently utilizing the properties. I believe without a doubt that this course of action is proper and the one which all the environmental documents supports.

JBB:jr
attach.

cc: Fred Miller w/attach.
H. S. Coulter w/attach. ✓
E. S. Hunter w/attach.
V. E. Skoog w/attach.
Gary Potter w/attach.
Ed Hardt w/attach.
Steve Green w/attach.
Geoff Larkin w/attach.
Jack Sollis

File No.

ESCROW AGREEMENT

THIS AGREEMENT, entered into this ______ day of __________________, 1984, between the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State",
hereinafter called "Company", and
hereinafter called "Escrow Agent",

WHEREAS, Company is the owner of the following described property:

;and

WHEREAS, said property has railroad service via a railroad spur from railroad facilities located on N.W. Yeon Avenue and on adjoining railroad property; and

WHEREAS, the railroad spur from said railroad facilities to Company's property will be removed as a result of the I-505 Alternative Project, N.W. Yeon Avenue; and

WHEREAS, to relocate said railroad spur on Company's property it will be necessary to remove part of and modify Company's building; and

WHEREAS, State is willing to reimburse Company for the removal of part and modification of Company's building required by the relocation of said railroad spur; and

WHEREAS, for that purpose State is willing to place in escrow with Escrow Agent the sum of $________________, which is the estimated cost of removing a portion of and reestablishing new walls for Company's building required by the relocation of said railroad spur; and

WHEREAS, Company is agreeable to said escrow arrangement provided that the monies deposited in the escrow could be withdrawn in installments during the time said Company's building is being partially removed.

NOW, THEREFORE, the parties agree as follows:

1. State will deposit in an escrow account with Escrow Agent the sum of $__________________.

2. Escrow Agent will immediately deposit said monies in a bank savings account or certificates of deposit yielding the highest interest rate for such deposits.

3. Company, with written consent of State, may withdraw said escrow monies in installments at periodic intervals during the partial removal of Company's building.

4. State will devise a formula for the installment payments whereby Company will be paid a pro rata part of the escrow monies as portions of the removal work is done. All of the monies deposited in escrow, including said bank interest accruing thereto, except for Escrow Agent's escrow fees, will be disbursed to Company when that portion of Company's building required for said relocated railroad spur is completely removed.

5. Company shall pay back into the escrow account all amounts paid to it by Escrow Agent if Company's building is not removed and the easement area made available to State for the relocation of said spur track by __________________, (date), except Company may retain or be paid the sum of $__________________, which shall be considered full payment for damages to Company's property without reestablishing the railroad spur thereon.

6. Before any installment payments are made Company will deposit in escrow a release for any and all claims for damages against State resulting from the project and in particular the removal and reconstruction of a portion of the Company's building and the reconstruction of the railroad spur serving the Company's property across the easement area. Said release will be delivered to State on __________________ (date) or after said spur is reconstructed, whichever is earlier.

7. Company will also deposit into escrow a construction easement allowing State to enter upon Company's property to relocate the railroad spur on Company's property. This easement will be delivered to State after the removal of Company's building and access is provided to the State for reconstruction of Company's spur track.

8. In the event Company does not remove that portion of its building required and make the easement area available for said relocated railroad spur by __________________(date) all monies, except for escrow fees, and all documents will be returned to the party depositing same, thereby terminating this Escrow Agreement.

9. Escrow Agent will receive out of the funds deposited the sum of $__________________ for its services as Escrow Agent.

APPROVED AS TO LEGAL SUFFICIENCY

____
Assistant Attorney General

Date________________________________

COMPANY

By________________________________

STATE

By________________________________

ESCROW AGENT

By________________________________

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

December 21, 1983

RIGHT OF WAY ADMINISTRATION
RECEIVED
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PMS AS CE OS TA RUE
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J. Bruce Boyd
Right of Way Manager
Oregon Department of Transportation
120 Transportation Building
Salem, Oregon 97310

Re: NW Yeon Project

Dear Bruce:

This letter is to express the City of Portland's concerns regarding the proposed removal of several railroad spurs along NW Yeon Avenue as a part of the I-505 Alternative Project, NW Yeon Avenue.

The project's Supplemental Final Environmental Impact Statement distributed in January 1981 identified several removals or disconnections of the railroad spur track to adjacent private businesses. This was the result of the proposed NW Yeon Avenue Project limiting spur crossings to three instead of the existing fourteen and because the realigned lead line could not be extended far enough to reconnect all existing spurs.

However, there were railroad spurs that were specifically identified in the supplemental FEIS to be reconnected (Pg. 16, 2 p.). Among these were three (Benaroya, Schnitzer/PIHL - now Schnitzer/Nabisco and Volney Felt - now Owens Corning) that have recently been identified as disconnects.

These three became identified as disconnects when preliminary engineering and right of way evaluations showed that it appeared to be cheaper to disconnect the rail service and pay the owner for the loss of rail service than it would be to remove part of the building, pay for the loss of the building and, then, reconnect the rail service. Two of these buildings (Benaroya and Volney Felt) were identified in the supplemental FEIS as requiring building cutbacks (Pg. 16, 2 p.).

I do not believe that the City of Portland would have signed off on the I-505 Alternative Supplemental FEIS had we been aware that criteria for evaluation of these reconnections was going to be changed. We understood at the beginning that some businesses just couldn't be reconnected because of physical impossibilities and the impact on others would be so severe that no owner would be willing to endure that type of damage to their facilities.

In the case of these three properties, however, Eric Ingebretson of your staff along with David Hill of my staff recently discussed with the representatives of the owner's the problem and the alternatives. All three of the owner representatives indicated to our staff in no uncertain terms that they were willing to endure the building removal in order to accomplish the railroad spur reconnection. Two of the property owners have expressed their feelings in letters to both the City and the State.

We must agree with the property owner's evaluations and insist that the proposals as enumerated in the I-505 Alternative Supplemental FEIS be carried through with. (We understand at this time that unless a less expensive and less damaging alignment can be found for the Carter Facility that the railroad spur will not be reconnected here.)

Larger industrial sites in urban areas with railroad/truck modal exchanges are a unique asset because rail service to manufacturing or warehousing facilities is not always available due either to reasons of cost or lack of availability. There is rail service to many of the sites in NW Portland and the City feels a strong obligation to keep as many of the existing sites accessible to rail as possible - especially where the existing on-site facility is built to accommodate the rail service, the rail facility is being used and the owner wishes to retain it for the site. That is the case for all three of these sites. It can be easily seen by viewing all three of the facilities in question that they were built to accommodate rail service - it was not an after-thought or an add-on.

We are aware of a renewed interest in the NW industrial area, some of which can be attributed to the new major transportation facilities that will be built as part of the I-505 Alternative Project. The new transportation network will increase accessibility and decrease congestion for much of the NW industrial area. These projects will make this area much more attractive for existing plant expansion and new owner site rehabilitations. Therefore, we do not want to decrease the flexibility or attractiveness at any of these properties.

For these reasons, the City must insist that these three businesses be reconnected to their railroad spurs by removing portions of their buildings as a part of the NW Yeon Avenue Project. We feel that this is in the best interest of the businesses, of the overall NW industrial area and of the City of Portland.

If I can be of any further help on this matter, please do not hesitate to call me.

Sincerely,

Geoff M. Larkin
Director of Transportation

GML/jke

CASE STUDY

File 52975-Parcel 1
Schnitzer Investment Corp.
NW St. Helens Rd.-NW Nicolai
NW Yeon Avenue
Multnomah County

The Property

Schnitzer Investment Corp. owns a large warehouse building at the SW corner of NW Yeon and 35th Avenues. From a PTRR lead line running along the far side of Yeon Ave., a spur crosses the public right-of-way to serve the south side of the Schnitzer building. For some time the building occupants did not use the rail service, but a change of tenancy has taken place. The current tenant, Nabisco, uses the rail spur, bringing in an average of nine cars per month.

Project Plans

The Alternative to I-505 project plan calls for improvements to NW Yeon Avenue and a reduction of the number of rail spur crossings of the highway. Included in the "underlying technical policies" of the project was the policy that 'active rail lines and rail spurs should remain operational where practical.' (EIS p. 11). Proposals for changes in the rail lines and spurs were elaborated later in the E.I.S. As described in the Supplemental FEIS on pages 16-17, removal of spur service to four properties was planned. These are included under ODOT files 52971 (American Steel westerly spur), 52968 parcel 5 (U.S. Bancorp), 52981 (Meyer), and 52982 (Graphic Arts). The plan also calls for a relocation of the existing lead line from the north side of Yeon:

> "The existing lead line will be relocated to the south side of the street. Existing spur lines to American Steel, Van Waters and Rogers, Convoy, Volney Felt, Fry, P.I.H.L./O.W.T., Barker, and the Benaroya properties will be reconnected, consolidating seven existing crossings into two locations. Building cutbacks are necessary at Volney Felt and Benaroya #2. The spur to American Steel (east end of building), Van Waters and Rogers, and Texaco will be retained as existing..." (EIS p. 16).

As project design progressed it became apparent that restoration of spur service to the Schnitzer building (referred to as P.I.H.L. in the E.I.S.) and the maintenance of a 22° track curvature would require that a corner of this building be removed as well.

Restoration of Spur Service

The cost to cut off a corner of this building, to remove the debris and restore the building to a useable condition was estimated by a private contractor as $118,150. Adding in the cost of the part of the building removed, personnel and settlement costs would bring this up to $156,000. An additional $74,000 would be necessary to install the rail connection to the new lead line, for a total cost of $230,000.

Removal of Spur Service

ODOT commissioned several independent appraisals to determine damages to real property due to the removal of rail. Based on these appraisals, it appears that Schnitzer would be offered about $10,000 as compensation for damages due to removal of rail service if the spur were not reconnected to the lead line. It has been assumed this would not be acceptable to the property owners, so an estimate of a total cost including personnel costs, legal fees and settlements was made of $81,000. Adding relocation costs for the present tenant would result in a total of $86,000.

Other Alternatives

Assuming that Schnitzer Investment Corp. would seek to retain rail service to this property, but concerned about the cost to remove a corner of the building, ODOT considered other ways of reconnecting the rail spur:

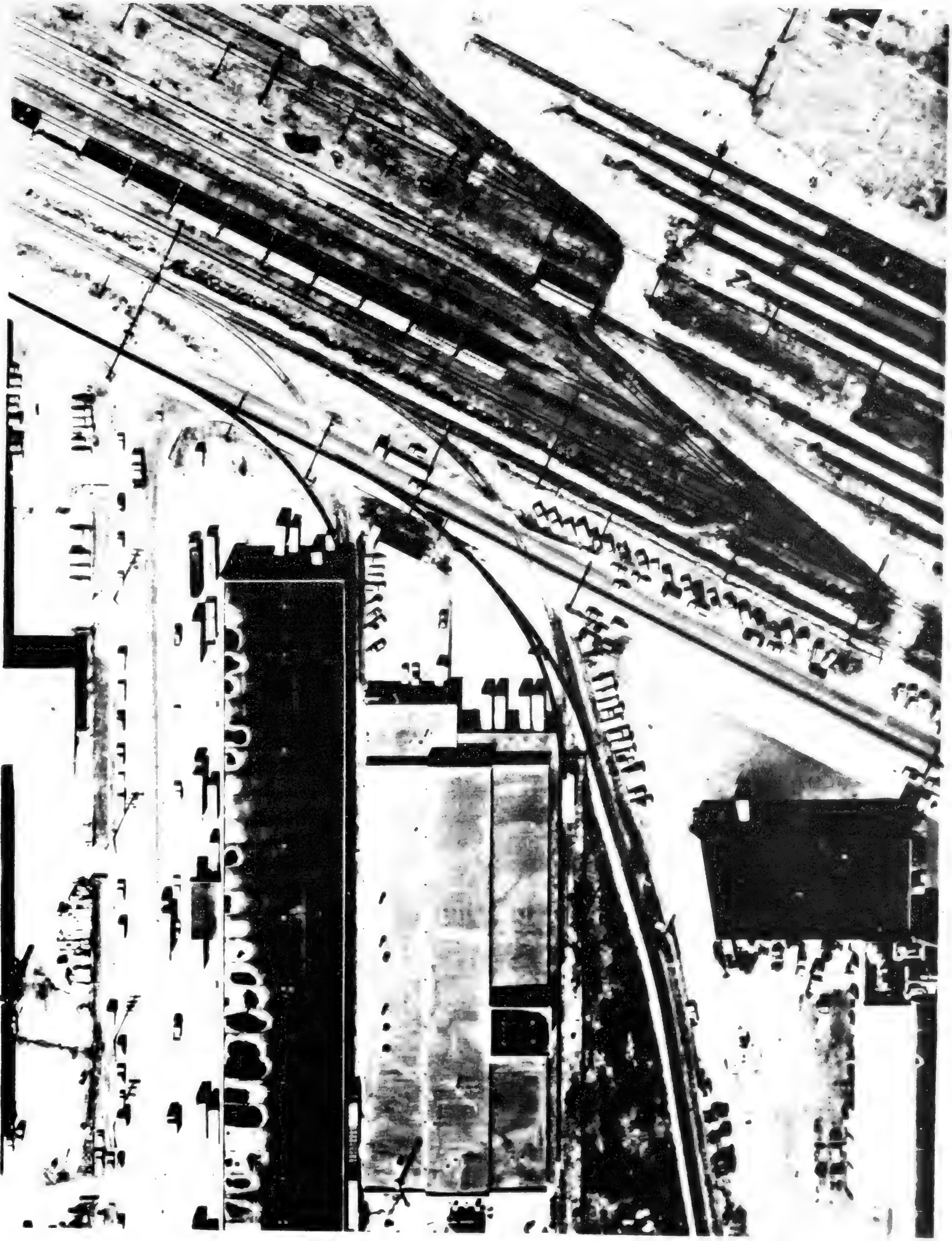
1. Reconnect the spur from the proposed relocated lead line with a curve sharp enough to miss the building. This would result in a 35° curve and a switch in the street, neither of which is acceptable to the railroad.

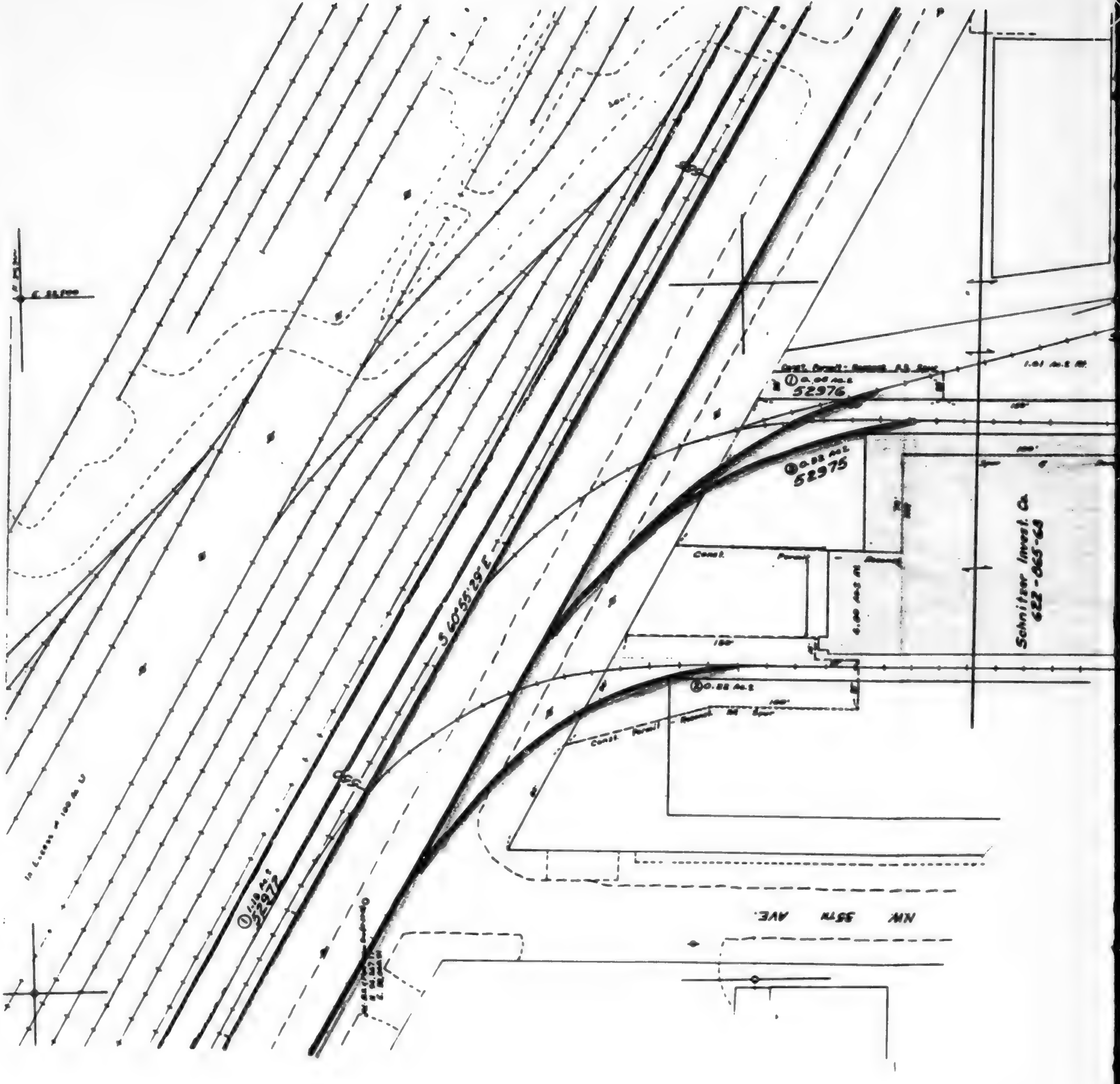
2. Reconnect the spur from the proposed relocated line with a reverse curve connection that would miss the building. This would allow the switch to be placed out of the street, but still would result in a 35° or sharper curvature.

3. Realign the planned highway 20' to the north and connect the spur to the relocated lead line, missing the building. This would result in an approximate 28° curvature and a switch in the street.

4. Realign the planned highway 20' to the north and reconnect the spur with a reverse curve to miss the building. This could be done with something sharper than a 23° curvature and would allow the switch to be out of the street.

None of these design alternatives appeared feasible. The first two resulted in unacceptable degrees of curvature and the last two would require additional land from PTRR. Although no official word has been received from the railroad, the indications seem to be that PTRR would not agree willingly to lose additional area for a highway realignment.

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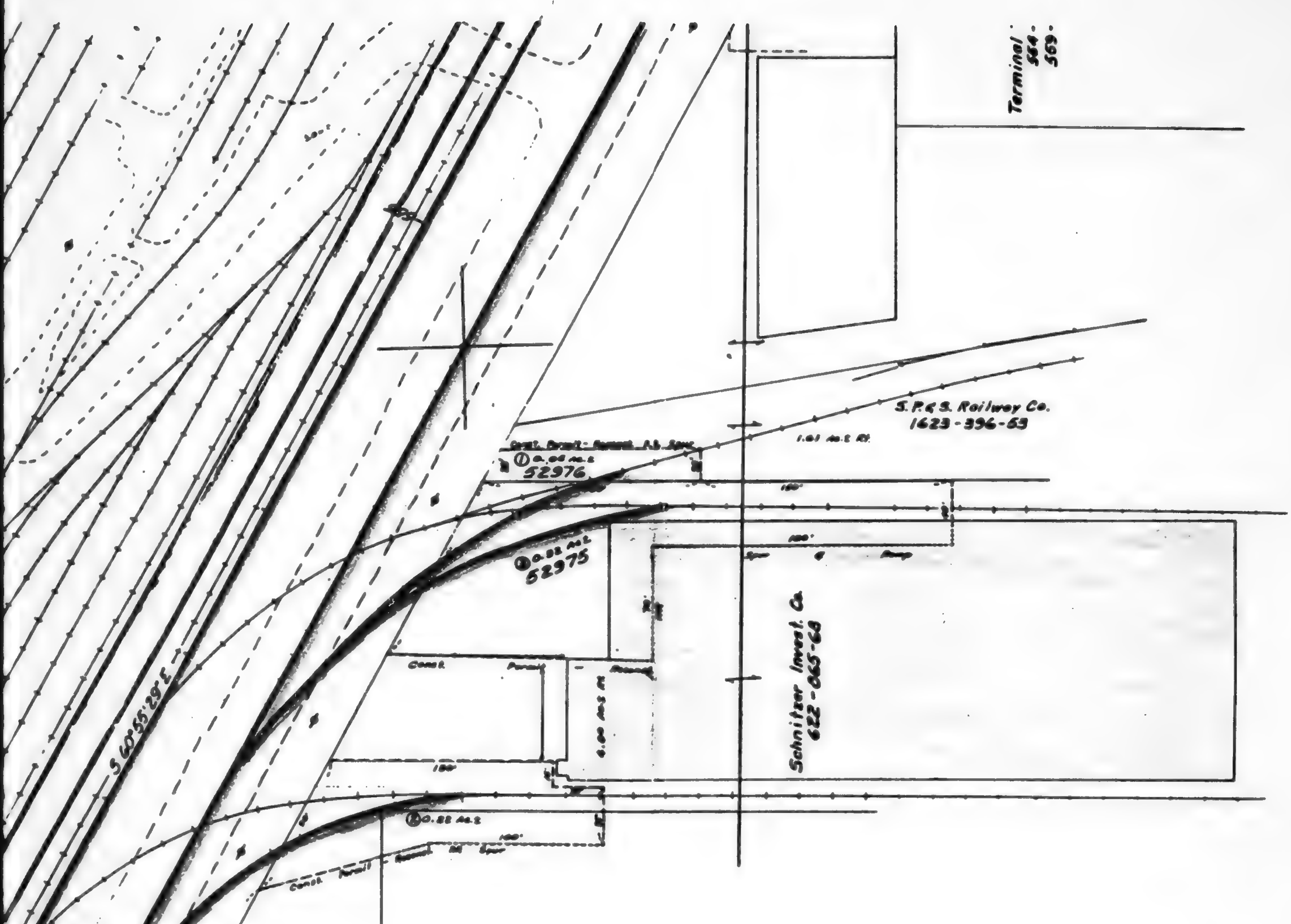
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ROW B

STATE OF OREGON

INTEROFFICE MEMO

TO: Roger Trygstad
Railroad and Utilities Supervisor

DATE: December 22, 1983

JB Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: St. Helens Road - Nicolai Section
N.W. Yeon Avenue

1 Versteeg ✓
Anderson
2 Adams A
Haenel
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ROAD DESIGN SECTION

Do Not File
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I find it extremely difficult, when reading a letter such as yours to Mr. Strong dated December 21, to really picture what is occurring in this area with the railroad's. The right-of-way map that we have is not current and does not portray what we are proposing in the way of railroad modifications.

I have requested Mr. Fred Eriksen and Mr. Keller of the Design Section to prepare a duplicate right-of-way map on which the current changes envisioned for the railroads are included graphically so that in our discussions we may look at a map that shows the current thinking on the part of the Design people in Portland regarding spurs removed, existing rail lines to remain and lead lines to be constructed. Mr. Eriksen indicates that he will be glad to provide this for us by the first part of January.

JBB:jr

cc: Ed Hardt
Hal Versteeg
Fred Eriksen

REFERRED TO

Watson Mann
Cole Stoudenmeyer
1 Eriksen 7E King
Beard Bedford Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

81-125-1387

~~City of Portland~~

26-1924

STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Final Design Engineer

DATE: November 4, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: NW St. Helens Rd.-NW Nicolai (Portland), N.W. Yeon Ave.

As we discussed, attached is a marked up older detail map reflecting some of the areas where the design is being modified. Paul Hailey is in the process of updating the entire detail map and it will be forwarded as soon as it is complete.

The areas that will be modified are outlined as follows:

1. The entire intersection of Yeon Avenue and Kittridge is being modified, since the BNRR (railroad) trackage will no longer cross through the intersection.
2. The spur connections to Volney Felt Mills, Pihl Transfer and Benaroya buildings #2 and #3. Also the rail alignment in the area of Chase Bag Company is being reworked, and some driveways modified in this area.
3. On the north side of Yeon in the vicinity of Benaroya #8 the rail alignment is being modified.
4. In the vicinity of 29th Avenue some minor driveway modifications are being made.
5. A new lead line serving U.S. Steel will be constructed along the East Texas Motor Freight frontage. This will be a separate project from the Yeon project, which Paul Hailey will be sending in shortly.

The new lead line spur connecting to U.S. Steel eliminates the need for the rail crossings at the freeway terminal at Nicolai Street. This may modify the design in this area to some degree.

nm

cc: Curt Duval
(cy) Fred Erickson
Paul Hailey
Don Fantz

REFERRED TO

..... Watson ..... Mann .....
..... Cole ..... Stoudenmeyer .....
1 Eriksen F.E. ..... King .....
..... Beard ..... Bedford ..... Leu .....
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By FINAL DESIGN ENGINEER

Ret. to Rd. Design File
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1 Versteeg ✓
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ROAD DESIGN SECTION

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Action .....

This may help you get started again on this job!
Advise after review [illegible] on yours & McKellars schedule. Don

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section:	NW St. Helens Rd. - NW Nicolai St.	Date	June 27, 1983
Highway:	NW Yeon Ave. #2W (Portland)	Twenty Year Traffic Coefficient	11.6
County:	Multnomah	18 kip EAL's per day	1,135
Prefix:	26-1924	R Value	12
Project Manager:	E. J. Dunn	Frost Penetration	-------
		CBE Total Requirement	36.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
5.0"	A.C. Wearing Surface & Base - Class "B"	10.0"
13.0"	Treated Base	23.5"
19.5"		36.5"

EXISTING ROADWAY
(40'± width)

1.5"	A.C. (Final Stage)
5.0"	A.C. Wearing Surface & Base - Class "B", plus 1.0" allowance for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Control Engineer ✓
Donald E. Fantz

PROGRAM SECTION
MANAGER ____ PROJECT UNIT S ✓
JUN 27 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO LOC GOV ✓
FOR GARY ZEHNER

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: NW St. Helens Rd.-NW Nicolai St.
Highway: NW Yeon Ave. #2W (Portland)
Length of Project: ______ PMS No. ______
Date: January 20, 1983
County: Multnomah
Prefix: 26-1924

ADT 12,200 % Trucks 23
Traffic Coefficient 10.7
Soil R Value 12
18 Kip EALs/day 1135
Design Period Ten year-Initial
CBE Required 33.5"

Widening - New Work Width Variable		Overlay/Rehab. of Existing Pavement Width 40'±	
Alternate No. 1	**Thickness**		**Thickness**
A.C. - Class "B"	5.0"	A.C. - Class "B"	5.0"
Treated Base	13.0"	plus 1.0" allowance for leveling.	
Cost $ 15650.00 PER STA.			
Alternate No. 2	**Thickness**		**Thickness**
A.C. - Class "B"	5.0"	Same as Alternate No. 1.	
Prime Coat	---		
Aggregate Leveling	2.0"		
Aggregate Base	21.0"		
Geotextile Fabric	----		
Cost $ 16670.00 PER STA.			
Alternate No. 3	**Thickness**		**Thickness**
Cost $			

Remarks - Surfacing Design Engineer: Alternate No. 1 utilized Treated Base which can be either C.T.B. or Plant Mix Bituminous Base.

Alternate No. 2 requires 10" additional thickness.

Recommendations: Alternate No. 1.

cc: Location
Final Design Engineer✓
Region Engineer
Region Geologist
Project Manager

Surfacing Design Engineer

POOR

ORIGINAL

DOCUMENT(S)

PAVEMENT TYPE SELECTION

SECTION: NW St. Helens Rd.-NW Nicolai St.
HIGHWAY: NW Yeon Ave. #2W (Portland) COUNTY: Multnomah

PRINCIPAL FACTORS GOVERNING SELECTION

1. Traffic Classification: See reverse side.
2. Soils Characteristics: See reverse side.
3. Climate Average Annual Rainfall is approximately 42 inches. Frost penetration is negligible.
4. Construction Considerations: This is a widening and overlay project and while traffic will have to be maintained, this poses no major problem.
5. Recycling: Initial Project Asphaltic Concrete for the project can have recycled material, under the permissive specification. There is no potential for recycling of materials from this project.

   Future Both Alternates have good potential for future recycling
6. Cost Comparisons: See reverse side.

SECONDARY FACTORS GOVERNING SELECTION

1. Performance of similar pavements in the area: Good
2. Adjacent Existing Pavements: A.C.
3. Conservation of Materials and Energy: Alternate No. 1 utilizes less material.
4. Availability of Local Materials or Contractor Capabilities: Commercial sources are available.
5. Traffic Safety (Finished Project): Good
6. Incorporation of Experimental Features: N/A
7. Stimulation of Competition: N/A
8. Municipal Preference, Participating Local Government Preference and Recognition of Local Industry: N/A

Remarks: *I recommend Alt.#1 - The shallower depth requires less excavation, makes storm drainage easier & will allow storm drainage system to be shallower. It will also minimize conflicts with buried utility lines.* F. Erickson 6-3-83

Approval: *Alt #1*

'Final' De n Engine

: Surfacing Design . after approval

ROW CON 21-2
I-405

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis, Assistant
Attorney General & Counsel

DATE: January 4, 1983

JBBoyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: N.W. Kittridge-N.W. Nicolai
Section
Yeon Avenue Project
Railroad Spurs

This project has posed a question to our appraisal practice. The problem is that our normal appraisal valuation process would identify a taking and damage versus a taking, damage and cost-to-cure, and the lesser of these two would, in all probability, be our offer of just compensation.

The project as indicated in a memo from Mr. James McClure dated December 28, 1982, envisioned that it would be the choice of the owner as to whether the cost-to-cure in the case of railroad spurs and railroad service would be made. This question begins at a $1.00 additional cost and would go on into larger sums. I do not believe from a practical standpoint that if these figures were small that there couldn't be rationale made for the reconnecting of spurs in accordance with the owner's wishes. If the cost-to-cure were extensively larger than the taking and damages, there would be a question as to whether from a right-of-way and appraisal standpoint you could rationalize the payment of the extra funds.

My question to you is: Is there any legal reason, disregarding Federal funding, that we could not choose along with the property owner and accede to his wishes? I would agree that this is a bad precedent, but the Environmental Impact Statement, a copy of which is included for your perusal, does have these statements as indicated in Mr. McClure's memo. If you conclude there is no legal reason why this cannot be done I will then proceed to review with the Federal Highway Administration their position on financing the cost.

JBB:jh
attach.

cc: E. S. Hunter ✓
R. N. Bothman

RECEIVED
TECHNICAL SERVICES
JAN 4 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 18, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 00049
Project No. IX-1(24)
N.W. St. Helens Rd.-N.W. Nicolai St. (Portland) Sec.
Multnomah County

Enclosed is data consisting of PR-1 forms, project maps, right-of-way map No. 9B-21-24 and a relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $2,500,000 with an obligation of $2,125,000 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Relocation assistance consists of the moving of two businesses. Therefore, assurances regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Metropolitan Right-of-Way Office at 5821 N.E. Glisan St. in Portland.

This request is based on the January 21, 1980 letter to you from the Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 conclusions has been previously forwarded.

CL:bks
Enc.
cc: J. Boyd
F. Lowe
E. Mershon
G. Zehner
General Files

KEH G
#

Form 734-3122

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AI

(P

November 18, 1982

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 30, N.W. Yeon Ave. (Portland) 21 55	**ADT**	PRESENT 19,100	FUTURE ---- (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Right-of-Way Acquisition 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P

FEDERAL

1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUND 85%
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**		"N.W. St. Helens Rd.- N.W. Nicolai St. (Portland) Section"	2.0	2,500,000	(I-505) 2,125,000
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	2.0	2,500,000	2,125,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

10-4-79

26-1924

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8, 1982

65	**ADT**	PRESENT 19,100	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 580 (4) (9)

ITEM NO. 00049 (14) (18)

E (56)	SUPV AGCY (65)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- (14) (23)	NUMBER 1 (7)	SEQ. NO. (24) (13)	I. Projects Only POST MI. (24) (26)	DESIG. (27)

nts

COUNTY NAME Multnomah CODE 051 (14) (16)

ROUTE NO. P FEDERAL-AID 1 (32) STATE 2W (36) (37) U.S. 30 (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
Rd.- on"	2.0	2,500,000	(I-505) 2,125,000	375,000		
						ROW-120' normal; Access Control-none; Parking Restrictions-partial.
ECT ALS	2.0	2,500,000	2,125,000	375,000		
		(16) (23)	(24) (33)			

REMARKS
Additional Data: see item 00049; Project No. IX-0000(20).

-over

USCOMM DUSCOMM-DC 48905-P61

N.W. St. Helens Rd.-N.W. Nicolai St. (Portland) Section

Project No. IX-1(24)

Project Data: Work consists of right-of-way acquisition all phases including relocation assistance as required for the future construction on existing alignment to provide for 4 travel lanes, continuous left turn median & sidewalks each side.

Data for PR-37: Relocation assistance

Moving Costs (2 Businesses)	$158,000

Note: 1) Project is in Congressional District No. 1.
2) Included in FY '83 MSD TIP A/E on page 156, item 194.

26-1924

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 22, 1980

In Reply Refer to
File No.

CITY OF PORTLAND
1220 S.W. Fifth
Portland, OR 97204

Mayor and Members of City Council:

The Oregon Department of Transportation and City of Portland plan the design and reconstruction of Yeon Avenue between Kitteridge Avenue and I-405 in the City of Portland, Multnomah County, Oregon.

An "Alternative to I-505 Report", prepared by the Bureau of Planning, City of Portland, dated September 1978, recommended, in part, that the proposed route on Yeon Avenue, as shown colored in green on the attached map, be designated as US 30 and become the jurisdiction and maintenance responsibility of the State and that the existing route of the (Lower) Columbia River Highway (US 30) as shown colored in red, be removed from the State Highway System and become the jurisdiction and maintenance responsibility of the City. This report was approved by Portland City Council, Resolution No. 32308 on November 30, 1978.

Signatures in the appropriate space provided below will indicate that the City of Portland will, by a subsequent formal agreement with the Oregon Transportation Commission, accept the indicated bypassed section as local jurisdiction streets upon completion of the project and designation of Yeon Ave. as a state highway route.

Please return one signed copy.

Very truly yours,

ROBERT N. BOTHMAN, Admin.
Metropolitan Branch

CITY OF PORTLAND, by and
through its City Officials

By See attached
Mayor

By ____________________
Auditor

Attachment

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 15 1985
REFER TO ____________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

MA PDM PDE FFM SPC
ODOT-METRO

JAN 21 1982

BM PAR PPC FILE T/A

RESOLUTION 32617

WHEREAS, the Portland City Council has adopted the "Alternative to I-505 Report" by Resolution 32308 passed November 30, 1978, and

WHEREAS, the Portland City Council adopted this report by Resolution No. 32308, passed November 30, 1978, and

WHEREAS, this report recommended, in part, that the proposed route on NW Yeon Avenue between NW Nicolai and NW Kittridge Avenue, be designated as US 30 and that the City accept jurisdiction over and maintenance responsibility for the existing route of the Lower Columbia River Highway (US 30) on Thurman, 22nd, Vaughn, Wardway and St. Helens Road between 21st and Kittridge Avenue, NOW, THEREFORE, BE IT

RESOLVED, that the City Council recommends that upon completion of the I-505 Alternative, NW Yeon, between NW Nicolai and NW Kittridge Avenue be designated as US 30, and, BE IT FURTHER

RESOLVED, that upon completion of the I-505 Alternative, the State remove the State Highway designation, and the City accept jurisdiction over and maintenance responsibility for the existing Lower Columbia River Highway (US 30) between the I-405 ramps to NW Portland and NW Kittridge Avenue.

Adopted by Council FEB 14 1980

George Yerkovich
Auditor of the City of Portland

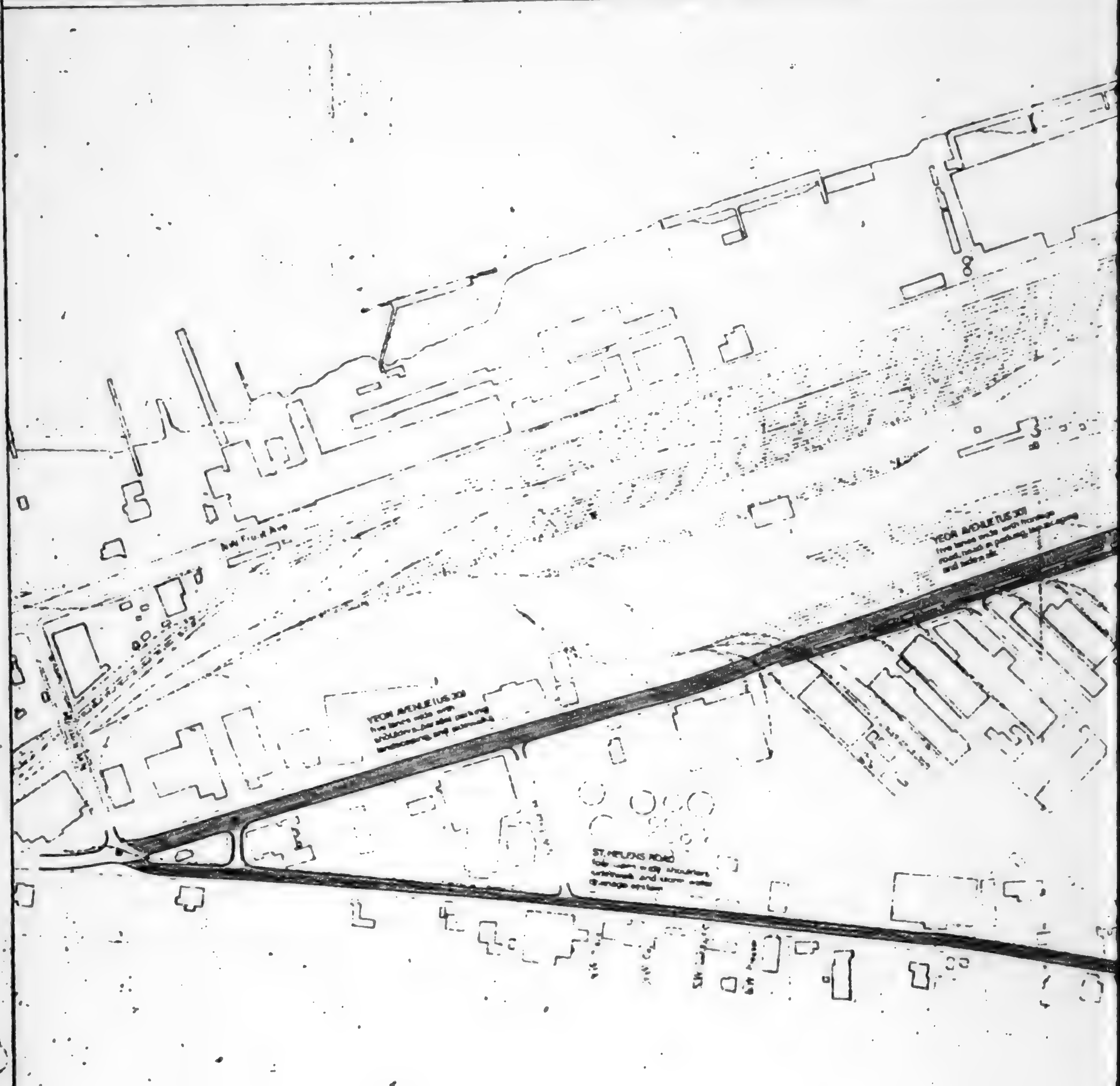
Commissioner Mike Lindberg
SIR:hmc
February 6, 1980

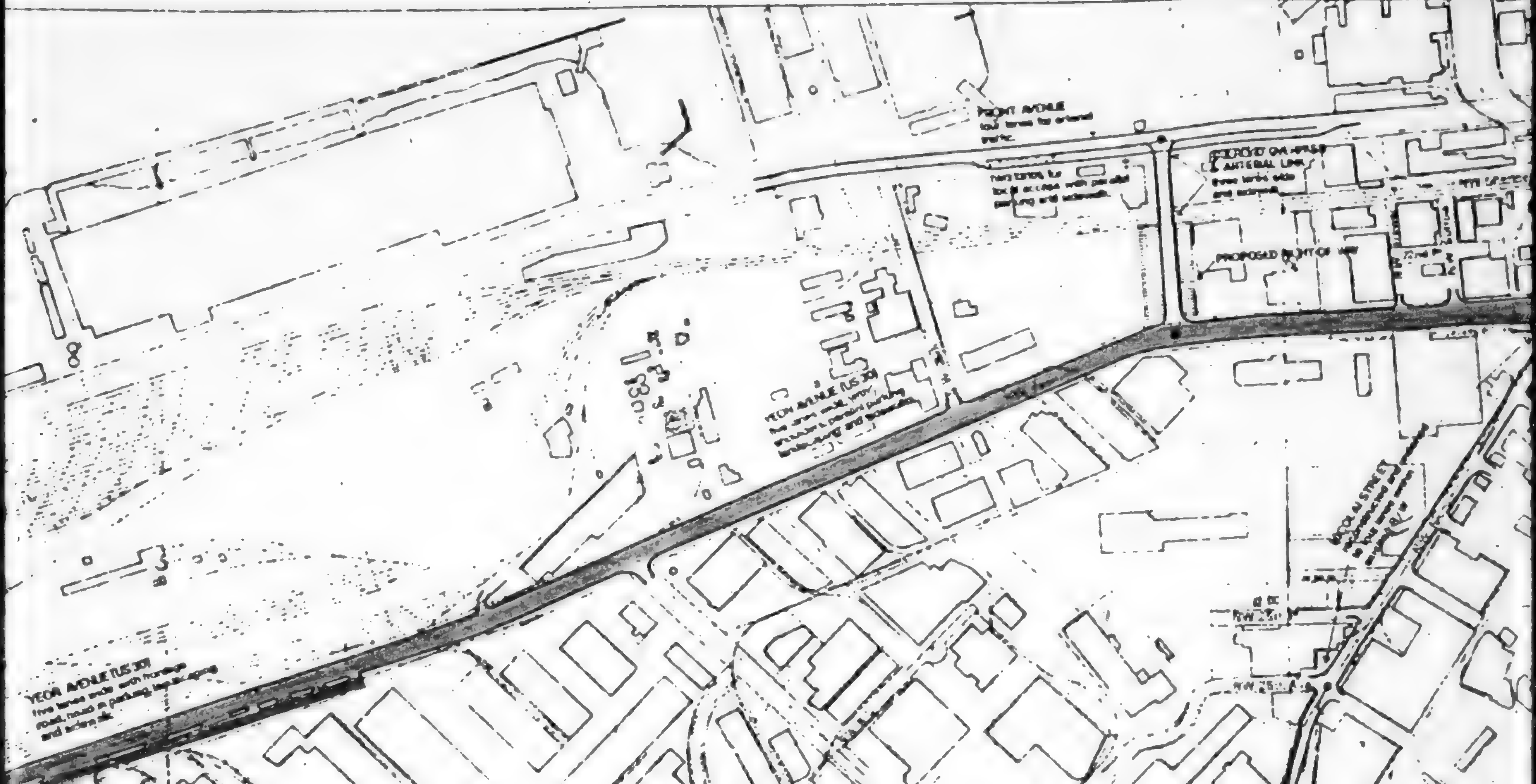
ALTERNATIVE TO I-505 STUDY

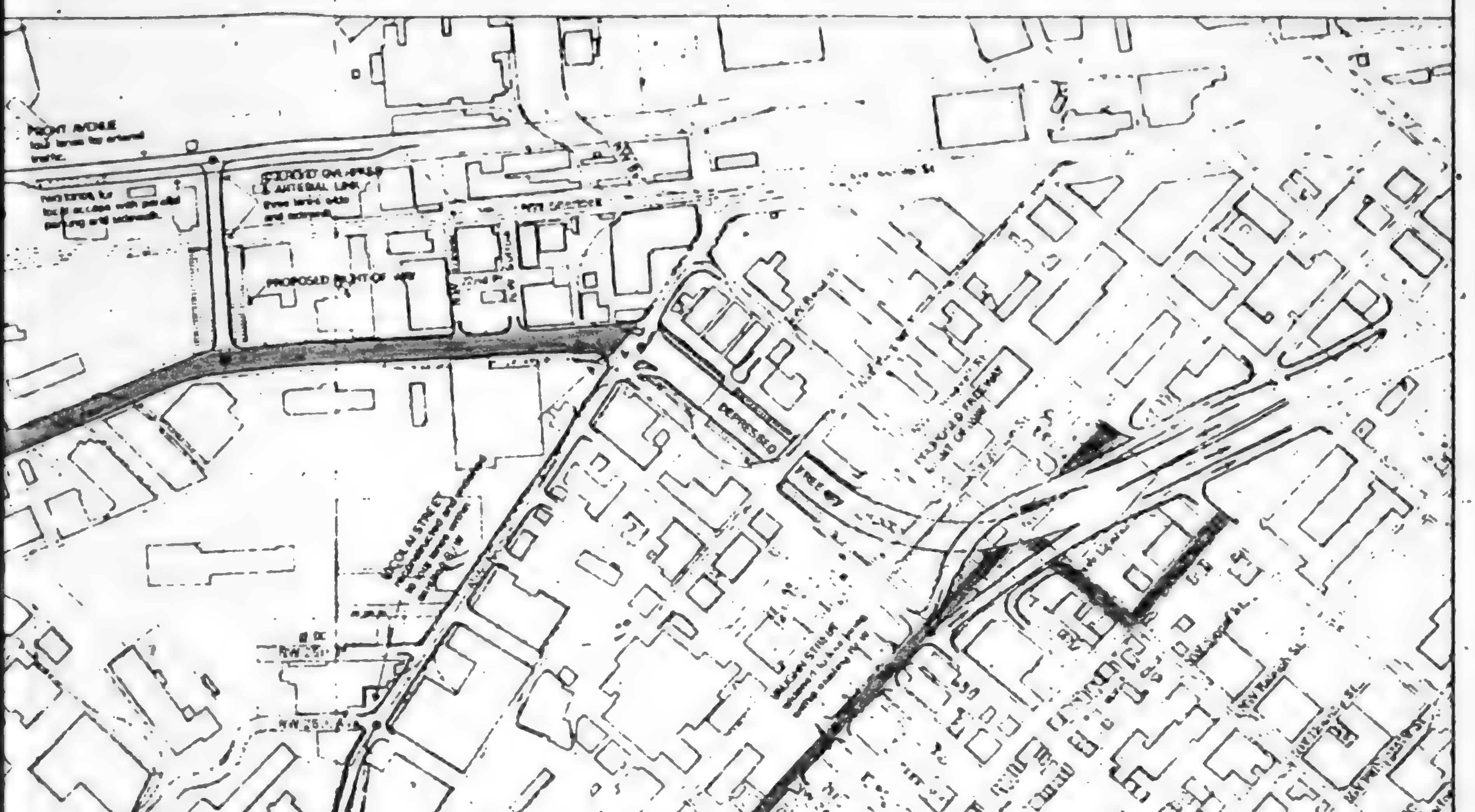
BUREAU OF PLANNING
CITY OF PORTLAND, OREGON
SEPTEMBER 1978

NORTH

Illus. A


NW Front Ave
YEON AVENUE (US 30)
YEON AVENUE (US 30)
ST. HELENS ROAD


FRONT AVENUE
PROPOSED RIGHT OF WAY
ARTERIAL LINK
YEON AVENUE (US 30)
YEON AVENUE (US 30)
NW 25th Ave
NW 29th Ave
NW 31st Ave
NW 30th Ave
NW 35th Ave


PROPOSED RIGHT OF WAY
DEPRESSED
FREEWAY
0 200 400 600 800
SCALE IN FEET

1985 Bridge Rd.-Old Oregon 10,149
Trail Sec. of McNary
(Grading, paving, struct. & sign.) #1

RR 1204 10-18-85

STATE COP

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

DIVISION OREGON	REPORT NO. 11	DATE OF FINAL INSPECTION RPT 4/18/88	PROJECT NO. I-82-1(8)07	COUNTY UMATILLA

DATE CONTRACT STARTED 1/30/86	DATE WORK COMPLETED 3/30/88	ACCEPTANCE BY CONTRACT AGENCY 8/29/88	TIME ELAPSED 102 %

LOCATION
SEE BELOW

SCOPE OF PROJECT
SEE BELOW

NOTE: FHWA-47 ✓ Submitted ___ Not required
Materials Certification ✓ Submitted ___ Not required
There is compliance with sec. 1.23 of the Regs pertaining to encroachments on the ROW

BRIDGE ROAD - OLD OREGON TRAIL SECTION
MC NARY HIGHWAY
Grading, Paving, Structures and Signing

Project Description:

This project provided for the grading up to the subgrade surface of the subject section road and included concrete structures at the intersection with Interstate 84 and at the crossing of the Union Pacific Railroad.

Project Time:

The State granted a total of 62 1/2 days additional time. The contractor overran the original time 66 1/2 days leaving 4 days of liquidated damages.

Project Cost:

The final project cost of $6,501,000 underran the original authorization 4%.

General:

All change orders which are eligible and not previously approved are hereby approved.

- TPL -

RECEIVED
STATE HWY ENGR
FEB 19 '92
ASSIGNED TO
Cobine
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE
X						

cy
2/28

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE Eugene M Hoeller	
TITLE AREA ENGINEER	DATE 2/15/92	TITLE DISTRICT ENGINEER	DATE 2/14/92

FORM FHWA 1446B FACSIMILE

10,149 M

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-36	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	4-3-91	County UMATILLA
MODIFICATION NUMBER 6		Project Number I-IR-82-1(8)007

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 26, 19 85,

is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 6,458,723	$ 6,532,393	
Federal funds	$ 4,947,681	$ 5,015,621	(042)
Other revisions	1,008,551	1,008,551	(044)

This modification is made for the following reasons: TO INCLUDE INCREASE IN CONSTRUCTION AND CONSTRUCTION ENGINEERING COSTS.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of April, 19 91.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald C

for Manager, Program Section
(Title)

~~BY~~ FOR: Donald Forbes, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

FOR: Robert G. Clour,
Division Administrator

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

4/18/91

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

Federal Aid Project I-IR-82-1(8)007

Bridge Road-Old Oregon Trail Highway Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
(I) Road work (Sta. "SB" 515+00 to Sta. "SB" 696+35.62)

Item	Unit	Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Relocate Power Poles (SFO #2)	L.S.	$ 11,265.00	-0-	$ 0.00	100%	$ 11,265.00
Relocate Power Poles (SFO #4)	L.S.	$ 61,067.00	-0-	$ 0.00	100%	$ 61,067.00
				$ 0.00		$ 72,332.00

Subtotal as on previous estimtate of 11-8-90	$ 2,372,477.51
Increase	$ 72,332.00
Subtotal	$ 2,444,779.51
Engineering	$ 357,238.49
Subtotal I000	$ 2,802,018.00

Type Code I000 (IR) Roadwork Westland Interchange (Sta. "SB" 621+31.16)	
Total as on previous estimate of 11-8-90	$ 724,400.00
Type Code X121 (I) UPRR "NB" O'Xing Br. No. 16450 (Sta "NB" 644+02 to Sta. "NB" 646+93) Br. No. 16451 (Sta. "SB" 645+68.66 to Sta. "SB" 648+77.76)	
Total as on previous estimate of 11-8-90	$ 1,078,897.00
Type Code X221 (I) N.E. E.B. Ramp Br. No. 16452 (Sta. "NB" 669+62.18)	
Total as on previous estimate of 11-8-90	$ 609,311.00
Type Code X131 (I) WB U'Xing I-84.Br. No. 16453 (Sta. "SB" 668+28.90) EB U'Xing I-84. Br. No. 16454 (Sta. "SB" 670+36.63)	
Total as on previous estimate of 11-8-90	$ 954,930.00
Type Code X281 (IR) Westland U'Xing Br. No. 16449 (Sta. "SB" 621+31.16)	
Total as on previous estimate of 11-8-90	$ 315,475.00
Reserve Used	
Total as on previous estimate of 11-8-90	$ 47,362.00

Length of Roadway -------------- 3.38 Miles
Length of Structures ------------ 0.06 Miles
TOTAL----------------------- 3.44 Miles

Cost of Roadway per mile	$ 828,999.40
TOTAL COST OF PROJECT	$ 6,532.393.00

Summary of Funds (92.22%)

Appn Code	Total Cost	Federal Funds	State Funds
042	$ 5,438,757.00	$ 5,015,621.00	$ 423,136.00
044	1,093,636.00	1,008,551.00	85,085.00
TOTAL	$ 6,532,393.00	$ 6,024,172.00	$ 508,221.00

Contract No. - 10,149
E.A. No. C10149

10.189

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-87	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County UMATILLA
MODIFICATION NUMBER 5	11-16-90	Project Number I-IR-82-1(8)007

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 26, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,375,934	$ 6,458,723
Federal funds	$ 4,871,333 1,008,551	$ 4,947,681 (042) 1,008,551 (044)
Other revisions		

This modification is made for the following reasons: To include increase in construction Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of NOV, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald C

Manager, Program Section
(Title)

XXBy FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Richard G. Fairbrother

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON November 8, 1990

FEDERAL AID PROJECT NO. I-IR-82-1(8)007

Bridge Road-Old Oregon Trail Highway Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000(1)
Roadwork (Sta. "SB" 515+00 to "SB" 696+35.62)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Plastic Safety Markers	EA	$ 50.00	120	$ 6,000.00	96.00	$ 4,800.00
Embankment Foundation Excavation	C.Y.	1.50	5,234	7,851.00	5,387.34	8,081.00
Trench Excavation	C.Y.	5.00	991	4,955.00	1,742.00	8,710.00
Aggregate Shoulders	Ton	5.55	5,000	27,750.00	5,266.00	29,226.00
MC-250 Asphalt in Prime Coat	Ton	300.00	38.06	11,418.00	37.80	11,340.00
12-inch Culvert Pipe	L.F.	7.25	412	2,987.00	443.00	3,211.00
Concrete Inlets, Type G-2	EA	550.00	3	1,650.00	4.00	2,200.00
Guardrail Anchors, Type 1	EA	450.00	2	900.00	3.00	1,350.00
Type 2 Fence	L.F.	1.10	22,700	24,970.00	23,740.00	26,114.00
Extra for Asphalt Approaches	EA	200.00	6	1,200.00	20.00	4,000.00
Concrete Barrier	L.F.	15.00	1,438	21,570.00	1,502.00	22,530.00
BR. No. 16824 (Wall)						
Structural Concrete, Class 3300	C.Y.	195.00	62.49	12,187.00	56.00	10,920.00
Reinforcement	Lbs.	0.40	3,500	1,400.00	3,774.00	1,509.00
BR. No. 16825 (Wall)						
Structure Concrete, Class 3300	C.Y.	203.00	65.74	13,347.00	6,130.00	12,443.90
Reinforcement	Lbs.	0.40	4,000	1,600.00	4,400.00	1,760.00
BR. No. 16826 (Wall)						
Structural Concrete, Class 3300	C.Y.	204.00	70	14,280.00	61.90	12,627.60
BR. No. 16827 (Wall)						
Structural Concrete, Class 3300	C.Y.	205.00	52	10,660.00	46.70	9,573.50
Subst. Agg. Base for C.T.B. (PA-3A)	Ton	4.65	36,000	167,400.00	30,814.00	143,286.50
Add Top Guard to Security Fence (PA-6A)	L.F.	1.25	10,436.80	13,046.00	13,046.50	16,308.13
Widen WB Roadway (FA *3)	All	0.00	0	4,500.00	0.00	2,788.85
Drain Curb & Pipe (FA *4)	All	0.00	0	1,500.00	0.00	1,130.76
Haul Place Conc. Blocks (FA *6)	All	0.00	0	0.00	0.00	1,058.12

Interchange Slope Works (FA #5)	All	0.00	0	0.00	0.00	4,378.29
Remove Temp. & Existing Striping (FA #2)	All	0.00	0	0.00	0.00	13,162.86
Salvage & Process Aggr. Base (PA #19)	C.Y.	4.06	0	0.00	1,825.86	7,413.00
Survey Monumentation (SFO #9)	All	5,899.00	0	0.00	All	5,899.00
				$ 351,171.00		$ 365,821.51
					Subtotal Increase $	14,650.51
					Engineering	2,197.49
					Subtotal $	16,848.00

SUBTOTAL as on previous est. of November 13, 1989		$ 2,711,500.00
	Increase	16,848.00
	Total $	2,728,348.00

Type Code 1000 (IR)
Westland Interchange (Sta. "SB" 621+31.16)

previous est. of November 4, 1989 $ 724,400.00

Type Code X121 (I)
UPRR "NB" O'Xing: Br. No. 16450 (Sta. "NB" 644+02 to Sta. "NB" 646+93)
451 (Sta. "SB" 645+68.66 to Sta. "SB" 648+77.76

Total as on previous est. of November 4, 1989 $ 1,078,897.00

Type Code X221 (J)
N.E. EB Ramp Br. No. 16452 (Sta. "NB" 669+62.18)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Reinforced Concrete Bridge End Panels	S.F.	$ 60.00	142	8,520.00	158.00	9,480.00
Concrete Bridge Rail	L.F.	25.60	940	24,064.00	1,012.70	25,925.00
Uncoated Reinforcing Steel (PA-10B)	Lbs.	0.33	0	0.00	3,377.00	1,114.41
Class 4000 Concrete (PA-10D	C.Y.	153.4839	0	0.00	7.30	1,120.43
Uncoated Reinforcing Steel (PA-10E)	Lbs.	00.2948	0	0.00	1,469.80	433.30
Water Reducing Additive (PA-13)	Ounce	00.0450	0	0.00	5,759.10	259.16
Increase Deck Thickness (PA-16)	L.S.	3,793.05	0	0.00	100%	3,793.05
Modify Bents 1-5 (FA #7)	All	00.0000	0	0.00	0.00	14,760.96
				$ 32,584.00		$ 56,886.31
					Increase $	24,302.31
						3,644.69
					Subtotal $	27,947.00

Subtotal as on previous est. of November 4, 1989		$ 581,364.00
	Increase	27,947.00
		$ 609,311.00

Type Code X131 (1)
WB U'Xing I-84: BR. No. 16453 (Sta. "SB" 668+28.90)
EB U'Xing I-84: BR. No. 16454 (Sta. "SB" 670+36.63)

Structure Excavation	C.Y.	$ 5.00	1,251.80	$ 6,259.00	586.70	$ 2,933.50
Concrete Bridge Rail	L.F.	25.60	544.67	13,943.80	483.00	12,364.80
Berm Paving	S.Y.	20.00	198.90	3,978.00	207.00	4,140.00
BR. No. 16454						
Structure Excavation	C.Y.	5.00	867	4,335.00	1,251.80	6,259.00
Concrete Bridge Rail	L.F.	25.60	498	12,748.80	544.70	13,943.80
Berm Paving	S.Y.	20.00	175	3,500.00	198.90	3,978.00
Structural Concrete, Class 4000, BR. No. 16453 (PA -9B)	L.S.	34,184.00	0	0.00	100%	34,184.00
				$ 44,764.60		$ 77,803.10
					Increase	$ 33,038.50
					Engineering	4,955.50
					Subtotal	$ 37,994.00

Subtotal as on previous est. of November 4, 1989		$ 863,174.00
	Increase	37,994.00
		$ 901,168.00
Subtotal as on previous est. of November 4, 1989		$ 863,174.00
	Increase	91,756.00
		$ 954,930.00

Length of Roadway ----------------- 3.38 mile

Length of Structure ---------------- 0.06 mile
TOTAL 3.44 Miles

Cost of Roadway Per Mile ---------- $802,674.26

Reserve Used

Total as on previous est. of November 4, 1989 $ 47,362.00

SUMMARY OF FUNDS (92.22%)

Description	Appn	Total Cost	Federal Funds	State Funds
Roadway	042	$ 2,728,348.00	$ 2,516,082.00	$212,266.00
Roadway	044	724,400.00	668,041.00	$56,359.00
Br. #16449	044	369,237.00	340,510.00	$28,727.00
Bridges (5)	042	2,589,376.00	2,387,922.00	$201,454.00
Reserve Used	042	47,362.00	43,677.00	$3,685.00
	TOTAL	$ 6,458,723.00	$ 5,956,232.00	$502,491.00 $

Contract No. 10,149
Prefix: C10149

DDB:pf

10,149

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-137		State OREGON
PROJECT REPORT NUMBER		County UMATILLA
MODIFICATION NUMBER 4		Project Number I-IR-82-1(8)007

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1 29 90

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 25, 19 85, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 6,462,934.00	$ 6,375,934.00	
Federal funds	$ 4,951,565.00	$ 4,871,333.00	(042)
	1,008,551.00	1,008,551.00	(044)
Other revisions			

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 14, 1989

FEDERAL AID PROJECT NO. I-IR-82-1(8)007

BRIDGE RD.-OLD OREGON TRAIL HWY. SECTION
MC NARY HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (STA. "SB" 515+00 TO "SB" 696+35.62)

Total from previous estimate of March 23, 1989 $ 2,711,500.00

TYPE CODE IOOO (IR)
WESTLAND INTERCHANGE (STA. "SB" 621+31.16)

Total from previous estimate of March 23, 1989 $ 724,400.00

TYPE CODE X281 (IR)
WESTLAND X'ING BR. NO. 16449 (STA. "SB" 621+31.16)

Total from previous estimate of March 23, 1989 $ 369,237.00

TYPE CODE X121 (I)
UPRR "NB" O'XING BR. NO. 16450 (STA. "NB" 644+02 TO "NB" 646+93)
UPRR "SB" O'XING BR. NO. 16451 (STA. "SB" 645 68.96 TO "SB" 648+77.96)

Subtotal from previous estimate of March 23, 1989		$	1,013,823.60
Decrease in Construction Costs			75,651.60
	Subtotal	$	938,172.00
	Engineering		140,725.00
	Total	$	1,078,897.00

TYPE CODE X221 (I)
N.E. EB RAMP BR. NO. 16452 (STA. "NB" 669+62.18)

Total from previous estimate of March 23, 1989 $ 581,364.00

TYPE CODE X131 (I)
WB U'XING I-84 BR. NO. 16453 (STA. "SB" 668+28.90)
EB U'XING I-84 BR. NO. 16454 (STA. "SB" 670+36.63)

Total from previous estimate of March 23, 1989 $ 863,174.00

Length of Roadway	3.376 mi.
Length of Structures	0.059 mi.
Cost of Roadway Per Mile	$803,169.43

RESERVE USED

Total from previous estimate of March 23, 1989 $ 47,362.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	042	$ 2,711,500.00	$ 2,500,545.00	$ 210,955.00
Westland Intchge.	044	724,400.00	668,041.00	56,359.00
Westland Str.	044	369,237.00	340,510.00	28,727.00
Bridges (5)	042	2,523,435.00	2,327,111.00	196,324.00
Reserve Used	042	47,362.00	43,677.00	3,685.00
Total		$ 6,375,934.00	$ 5,879,884.00	$ 496,050.00

Subjob 011: 83%; Subjob 021: 17%
Contract No. 10,149
Prefix: C630-1960 (P.E.)
C10149

DCN:bkw

10:44

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-61	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 3	3-30-89	Project Number I-IR-82-1(8)007

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 25, 19 85, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$6,594,608.00	$ 6,462,934.00	
Federal funds	$4,951,565.00	$ 4,951,565.00	(042)
	1,129,981.00	1,008,551.00	(044)
Other revisions			

This modification is made for the following reasons: To deobligate Appn Code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of MAR, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 23, 1989

Federal-aid Project No. I-IR-82-1(8)007

Bridge Rd.-Old Oregon Trail Hwy. Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000 (I)
Roadway (Sta. "SB" 515+00 to "SB" 696+35.62)

Total from previous estimate of February 22, 1989	$ 2,711,500.00

Type Code I000 (IR)
Westland Interchange (Sta. "SB" 621+31.16)

Subtotal from previous estimate of November 27, 1985	$ 760,955.22
Decrease in Construction Costs	(131,041.22)
Subtotal	$ 629,914.00
Engineering	94,486.00
Total	$ 724,400.00

Type Code X281 (IR)
Westland X'ing Br. No. 16449 (Sta. "SB" 621+31.16)

Total from previous estimate of February 22, 1989	$ 369,237.00

Type Code X131(I)
UPRR "NB" O'xing Br. No. 16450 (Sta. "NB" 644+02 to "NB" 646+93)
UPRR "SB" O'xing Br. No. 16451 (Sta. "SB" 645+68.96 to "SB" 648+77.96)

Total from previous estimate of February 22, 1989	$ 1,165,897.00

Type Code X221(I)
N.E. EB Ramp Br. No. 16452 (Sta. "NB" 669+62.18)

Total from previous estimate of February 22, 1989	$ 581,364.00

Type Code X131(I)
WB U'xing I-84 Br. No. 16453 (Sta. "SB" 668+28.90)
EB U'xing I-84 Br. No. 16454 (Sta. "SB" 670+36.63)

Total from previous estimate of February 22, 1989	$ 863,174.00

Length of Roadway	3.376 mi.
Length of Structures	0.059
Cost of Roadway Per Mile	$ 803,169.43

Reserve Used

Total from previous estimate of February 22, 1989	$ 47,362.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	042	$2,711,500.00	$2,500,545.00	$ 210,955.00
Westland Intchge.	044	724,400.00	668,041.00	56,359.00
Westland Str.	044	369,237.00	340,510.00	28,727.00
Bridges (5)	042	2,610,435.00	2,407,343.00	203,092.00
Reserve Used	042	47,362.00	43,677.00	3,685.00
Total		$6,462,934.00	$5,960,116.00	$ 502,818.00

Subjob 011 = 83%; Subjob 021 = 17%
Contract No. 10,149
Prefix: C630-1960 (P.E.)
C10149

DCN:bkw

[illegible] J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-119		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County UMATILLA
MODIFICATION NUMBER 2	2-24-89	Project Number I-IR-82-1(8)007

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 25, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,322,684.00	$ 6,594,608.00
Federal funds	$ 5,622,997.00 1,129,981.00	$ 4,951,565.00 (042) 1,129,981.00 (044)
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of FEB, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph M. Speight for

Manager, Program Section
(Title)

By FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 22, 1989

Federal-aid Project No. I-IR-82-1(8)007

Bridge Rd.-Old Oregon Trail Hwy. Sec.
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "SB" 515+00 to "SB" 696+35.62)

Subtotal from previous estimate of June 8, 1987	$2,990,935.59
Decrease in construction costs	633,108.59
Subtotal	$2,357,827.00
Engineering	353,673.00
Total	$2,711,500.00

Type Code I000(IR)
Westland Interchange (Sta. "SB" 621+31.16)

Total from previous estimate of June 8, 1987 $ 856,074.00

Type Code X281(IR)
Westland X'ing Br. No. 16449 (Sta. "SB" 621+31.16)

Total from previous estimate of June 8, 1987 $ 369,237.00

Type Code X131(I)
UPRR "NB" O'xing Br. No. 16450 (Sta. "NB" 644+02 to "NB" 646+93)
UPRR "SB" O'xing Br. No. 16451 (Sta. "SB" 645+68.96 to "SB" 648+77.96)

Total from previous estimate of June 8, 1987 $1,165,897.00

Type Code X221(I)
N.E. EB Ramp Br. No. 16452 (Sta. "NB" 669+62.18)

Total from previous estimate of June 8, 1987 $ 581,364.00

Type Code X131(I)
WB U'xing I-84 Br. No. 16453 (Sta. "SB" 668+28.90)
EB U'xing I-84 Br. No. 16454 (Sta. "SB" 670+36.63)

Total from previous estimate of June 8, 1987	$ 863,174.00
Length of Roadway	3.376 mi.
Length of Structures	0.059 mi.
Cost of Roadway Per Mile	$ 814,469.77

Reserve Used

S.F.O. 2, S.F.O. 4, S.F.O. 9, S.F.O. 10	$ 47,362.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	042	$ 2,711,500.00	$ 2,500,545.00	$ 210,955.00
Westland Intchg.	044	856,074.00	789,471.00	66,603.00
Westland Str.	044	369,237.00	340,510.00	28,727.00
Bridges (5)	042	2,610,435.00	2,407,343.00	203,092.00
Reserve Used	~~044~~ 042	47,362.00	43,677.00	3,685.00
Total		$ 6,594,608.00	$ 6,081,546.00	$ 513,062.00

Sub. Job 010 = 0%; Sub. Job 011 = 81%; Sub. Job 020 = 0%; Sub. Job 021 = 19%
Contract No. 10,149
Prefix: C630-1960 (P.E.)
C10149

DCN:bkw pf

10,147

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 6-156	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
PROJECT REPORT NUMBER	6-12-87	Project Number I-IR-82-1(8)007
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 6, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,800,361	$ 7,322,684
Federal funds	1,129,981(044) $ 5,141,310(042)	1,129,981(044) $ 5,622,997(042)
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of JUN, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. [illegible]

Manager, Program Section
(Title)

XRX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 8, 1987

Federal-Aid Project No. I-IR-82-1(8)007

Bridge Rd.-Old Oregon Trail Hwy. Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000 (I)
Roadway (Sta. "SB" 515+00 to "SB" 696+35.62)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Concrete Barriers Reflec.	Lin. Ft.	$ 10.00	2,875	$28,750.00	2,918.10	$29,181.00
Moving Temporary Concrete Barriers	Lin. Ft.	2.00	3,150	6,300.00	5,972	11,944.00
Temporary Plastic Safety Markers	Each	50.00	90	4,500.00	120	6,000.00
Ditch Excavation	Cu. Yd.	6.00	32	192.00	1,055.34	6,332.00
Embankment Foundation Excavation	Cu. Yd.	1.50	2,600	3,900.00	5,234	7,851.00
3/4"-0 Aggregate in Prime Coat	Cu. Yd.	14.50	200	2,900.00	514.97	7,467.00
MC-250 Asphalt in Prime Coat	Ton	300.00	32	9,600.00	38.06	11,418.00
24-inch Culvert Pipe	Lin. Ft.	12.05	1,050	12,652.50	1,580.95	19,050.50
Structural Concrete Class 3300 (Wall #16824)	Cu. Yd.	195.00	55	10,725.00	62.49	12,187.00
Structural Concrete Class 3300 (Wall #16825)	Cu. Yd.	203.00	60	12,180.00	65.75	13,347.00

Structural Concrete Class 3300 (Wall #16826)	Cu. Yd.	204.00	60	12,240.00	70	14,280.00
Structural Concrete Class 3300 (Wall #16827)	Cu. Yd.	205.00	46	9,430.00	52	10,660.00
Concrete Inlets Type G-2	Each	550.00	2	1,100.00	3	1,650.00
Subst. Aggr. Base For CTB (PA #3A)	Ton	4.65	---	---	36,000	167,400.00
Base Adj. for Add. Aggr. (PA #3B)	Lump Sum	4,850.00	---	---	Lump Sum	4,850.00
Remove & Salvage Poles (PA #5A)	Each	215.00	---	---	42	9,030.00
Add top Guard to Security Fence (PA #6A)	Lin. Ft.	1.25	---	---	13,046.40	13,046.00
Abandon Existing Well (FA #1)	---	---	---	---	---	17,492.00
Widen "WB" Roadway (FA #3)	---	---	---	---	---	4,500.00
Drain Curb & Pipe	---	---	---		---	1,500.00
				$114,469.50		$369,185.50

Subtotal as on Estimate of November 27, 1985	$2,736,219.59
Subtotal Increase	254,716.00
Subtotal	$2,990,935.59
Engineering	448,640.41
Total	$3,439,576.00

Type Code I000 (IR)
Westland Interchange (Sta. "SB" 621+31.16)

Total as on Estimate of November 27, 1985	$ 369,237.00

Type Code X121 (I)
UPRR "NB" O'Xing BR #16450 (Sta. "NB" 644+02 to "NB" 646+93)
UPRR "SB" O'Xing BR #16451 (Sta. "SB" 645+68.96 to "SB" 648+77.96)

Subtotal as on Estimate of November 27, 1985	$1,013,823.60
Engineering	152,073.40
Total	$1,165,897.00

Type Code X221 (I)
NB-EB Ramp BR #16452 (Sta. "NB" 669+62.18)

Subtotal as on Estimate of November 27, 1985		
		$ 505,534.00
	Engineering	75,830.00
	Total	$ 581,364.00

Type Code X281 (I)
WB U'Xing I-84 BR #16453 (Sta. "SB" 668+82.90)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structural Excavation	Cu. Yd.	$ 5.00	867	$ 4,335.00	1,251.80	$ 6,259.00
Concrete Br. Rail	Lin. Ft.	25.60	498	12,748.80	544.68	13,943.80
Berm Paving	Sq. Yd.	20.00	175	3,500.00	198.90	3,978.00
				$20,583.80		$24,180.80

Subtotal as on Estimate of November 27, 1985	$ 268,138.40
Subtotal Increase	3,597.00
Subtotal	$ 271,735.40

Type Code X281 (I)
EB U'Xing I-84 BR #16454 (Sta. "SB" 670+36.63)

Structural Concrete Class 4000 BR #16154 (PA #9C)	Lump Sum	89,064.00	---	---	Lump Sum	89,064.00
				$ ---		$ 89,064.00

Subtotal as on Estimate of November 27, 1985	$ 389,786.80
Subtotal Increase	89,064.00
Subtotal	$ 478,850.80
Subtotal	$ 750,586.20
Engineering	112,587.80
Total	$ 863,174.00

Length of Roadway --------------------	3.376 miles
Length of Structures -----------------	0.059 miles
	3.435 miles

Cost of Roadway Per Mile ------------- $1,018,831.75

RETAIN IN RESERVE

Umatilla Electric Co-operative Association	All Required	$25,000.00
Survey Monumentation	All Required	10,000.00
Keyed Padlock	All Required	100.00
Pacific Northwest Bell Telephone	All Required	1,000.00
Umatilla Army Depot (Telephone)	All Required	6,000.00
	Subtotal	$42,100.00
	Engineering	5,262.00
	Total	$47,362.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	042	$3,439,576.00	$3,171,976.00	$267,599.00
Westland Intchge.	044	856,074.00	789,471.00	66,603.00
Westland Str.	044	369,237.00	340,510.00	28,727.00
Bridges (5)	042	2,610,435.00	2,407,344.00	203,092.00
SUBTOTAL		$7,275,322.00	$6,709,301.00	$566,021.00
Reserve	042	47,362.00	43,677.00	3,685.00
TOTAL		$7,322,684.00	$6,752,978.00	$569,706.00

ub-Job 010 = 0%; Sub-Job 011 = 82%; Sub-Job 020 = 0%; Sub-Job 021 = 18%
ontract No. 10,149
Prefix: C630-1960 P.E.
Prefix: C10149

DDB:me

10,149

N

TO BE COMPLETED BY FHWA 12-42 & 43	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT** 12-6-85	STATE Oregon COUNTY Umatilla PROJECT NO. I-IR-82-1(8)07

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bridge Rd.-Old Oregon Trail Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-25-85	3.435

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 6,800,361.00	FEDERAL FUNDS $ 6,271,291.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By

Manager, Program Section

(Title)

XXX For: Larry Rulien

State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 6 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 27, 1985

FEDERAL AID PROJECT NO. I-IR-82-1(8)07

BRIDGE RD.-OLD OREGON TRAIL HWY. SECTION
McNARY HIGHWAY
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000 (I)
ROADWAY (Sta. "SB" 515+00 to Sta. "SB" 696+35.62)

Furnishing Field Laboratory	Each	1	3,000.00	$ 3,000.00
Mobilization	Lump Sum	83%	Lump Sum	448,200.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,000.00
Temporary Signs	Sq. Ft.	1,110	10.00	11,100.00
Temporary Barricades	Each	36	100.00	3,600.00
Temporary Guard Rail, Type 1 Reflectorized	Lin. Ft.	125	6.00	750.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	2,875	10.00	28,750.00
Moving Temporary Concrete Barriers	Lin. Ft.	3,150	2.00	6,300.00
Temporary Plastic Safety Markers	Each	90	50.00	4,500.00
Temporary Delineators	Each	80	18.00	1,440.00
Sequential Arrow Signs	Each	2	4,000.00	8,000.00
Flaggers	Hour	1,000	17.00	17,000.00
Clearing and Grubbing	Lump Sum	79%	Lump Sum	80,975.00
Removal of Structures and Obstructions	Lump Sum	95%	Lump Sum	4,275.00
Ditch Excavation	Cu. Yd.	32	6.00	192.00
Embankment Foundation Excavation	Cu. Yd.	2,600	1.50	3,900.00
Embankment in Place	Cu. Yd.	904,929	0.95	859,682.55
Granular Embankment Material	Cu. Yd.	4,410	5.45	24,034.50
Gravel Blanket	Sq. Yd.	520,000	0.00	00.00
Trench Excavation	Cu. Yd.	961	5.00	4,805.00
Finishing Roadbed and Slopes	Lump Sum	79%	Lump Sum	39,500.00
Watering	M-Gal.	26,100	0.00	00.00
Aggregate Base	Ton	43,020	4.65	200,043.00
Aggregate Shoulders	Ton	3,590	5.55	19,924.50
Treated Base Mixture	Ton	12,650	7.50	94,875.00
Cement in Treated Base Mixture	Ton	695	69.00	47,955.00
Class "B" Asphalt Concrete in Mixture	Ton	12,200	20.00	244,000.00
Asphalt Cement in Mixture	Ton	735	200.00	147,000.00

Hydrated Lime in Mixture	Ton	122	110.00	13,420.00
Asphalt in Tack Coat	Ton	11	250.00	2,750.00
3/4"-0 Aggregate In Prime Coat	Cu. Yd.	200	14.50	2,900.00
MC-250 Asphalt in Prime Coat	Ton	32	300.00	9,600.00
12-inch Culvert Pipe	Lin. Ft.	412	7.25	2,987.00
15-inch Culvert Pipe	Lin. Ft.	80	19.50	1,560.00
18-inch Culvert Pipe	Lin. Ft.	862	9.60	8,275.20
24-inch Culvert Pipe	Lin. Ft.	1,050	12.05	12,652.50
36-inch Culvert Pipe	Lin. Ft.	248	18.50	4,588.00
36-inch Arch Type Pipe	Lin. Ft.	240	20.75	4,980.00
18-inch Storm Sewer Pipe	Lin. Ft.	226	19.00	4,294.00
24-inch Storm Sewer Pipe	Lin. Ft.	400	26.00	10,400.00
Extra for Pipe Under Pavement	Lin. Ft.	40	30.00	1,200.00
Concrete Manholes	Each	2	1,600.00	3,200.00
Concrete Inlets, Type "G-2"	Each	2	550.00	1,100.00
Concrete Inlets, Type "G-2M"	Each	5	550.00	2,750.00
Concrete Inlets, Type "G-2MA"	Each	6	550.00	3,300.00
Concrete Inlets, Type "G-2MA" Modified	Each	1	550.00	550.00
8-inch Drain Pipe	Lin. Ft.	545	5.00	2,725.00
Drain Backfill Material	Cu. Yd.	67	14.00	938.00
Type 2 Fence	Lin. Ft.	18,200	1.10	20,020.00
Special Security Fence	Lin. Ft.	13,160	7.13	93,830.80
32'x84" Special Double Gates	Each	1	675.00	675.00
Extra for Asphalt Approaches	Each	1	200.00	200.00
Concrete Barrier	Lin. Ft.	1,438	15.00	21,570.00
Paved Culvert End Slopes	Sq. Ft.	745	5.00	3,725.00
Loose Riprap, Class 50	Cu. Yd.	1,100	13.25	14,575.00
Loose Riprap, Class 100	Cu. Yd.	12	13.25	159.00
Delineators, Type 1	Each	69	19.00	1,311.00
Seeding, Fertilizing and Mulching	Acre	100	500.00	50,000.00

SIGNING

Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	300.00
Wood Sign Posts	Lump Sum	All	Lump Sum	750.00
Sign Support Footings	Lump Sum	All	Lump Sum	1,575.00
Single Post Breakaway Sign Supports	Lump Sum	All	Lump Sum	845.00
Breakaway Sign Posts	Lump Sum	All	Lump Sum	6,125.00
Exit Number Sign Supports	Lump Sum	All	Lump Sum	400.00
Type "AA" Signs in Place	Sq. Ft.	229	18.00	4,122.00
Type "C" Signs in Place	Sq. Ft.	29	12.00	348.00
Type "D" Signs in Place	Sq. Ft.	20	12.00	240.00
Type "EE" Signs in Place	Sq. Ft.	32	14.00	448.00
Type "F" Signs in Place	Sq. Ft.	9	12.00	108.00
Type "G" Signs in Place	Sq. Ft.	4	12.00	48.00
Type "U" Signs in Place	Sq. Ft.	18	15.00	270.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	300.00

BRIDGE NO. 16824 (WALL)

Structure Excavation	Cu. Yd.	140	6.00	840.00
Special Wall Backfill	Cu. Yd.	70	10.00	700.00
Structural Concrete, Class 3300	Cu. Yd.	55	195.00	10,725.00
Reinforcement	Lbs.	3,500	0.40	1,400.00

BRIDGE NO. 16825 (WALL)

Structure Excavation	Cu. Yd.	160	6.00	960.00
Special Wall Backfill	Cu. Yd.	90	10.00	900.00
Structural Concrete, Class 3300	Cu. Yd.	60	203.00	12,180.00
Reinforcement	Lbs.	4,000	0.40	1,600.00

BRIDGE NO. 16826 (WALL)

Structure Excavation	Cu. Yd.	160	6.00	960.00
Special Wall Backfill	Cu. Yd.	90	10.00	900.00
Structural Concrete, Class 3300	Cu. Yd.	60	204.00	12,240.00
Reinforcement	Lbs.	4,000	0.40	1,600.00

BRIDGE NO. 16827 (WALL)

Structure Excavation	Cu. Yd.	130	6.00	780.00
Special Wall Backfill	Cu. Yd.	70	10.00	700.00
Structual Concrete, Class 3300	Cu. Yd.	46	205.00	9,430.00
Reinforcement	Lbs.	3,000	0.40	1,200.00
				$2,680,031.05

ANTICIPATED ITEMS

Statistical Asphalt Concrete Bonus	(73%)	All Required	$ 10,986.50
Permanent Pavement Striping	(98%)	All Required	10,300.00
Temporary Pavement Striping	(100%)	All Required	3,500.00
Remove Pavement Striping (Exist. & Temp)	(100%)	All Required	6,000.00
On-the-Job Trainees ($0.80 x 4,000 hrs.)	(75%)	All Required	2,400.00
EEO/Labor Compliance Monitoring (0.5%)	(79%)	All Required	23,002.04
			$ 56,188.54

SUBTOTAL	$2,736,219.59
Engineering	342,027.41
TOTAL	$3,078,247.00

TYPE CODE 1000 (IR)
WESTLAND INTERCHANGE (Sta. "SB" 621+31.16)

Mobilization	Lump Sum	(17%)	Lump Sum	$ 91,800.00
Clearing and Grubbing	Lump Sum	(21%)	Lump Sum	21,525.00
Removal of Structures and Obstructions	Lump Sum	(5%)	Lump Sum	225.00
Ditch Excavation	Cu. Yd.	19	6.00	114.00
Embankment in Place	Cu. Yd.	321,717	0.95	305,631.15
Granular Embankment Material	Cu. Yd.	660	5.45	3,597.00

Gravel Blanket	Sq. Yd.	140,000	0.00	00.00
Trench Excavation	Cu. Yd.	30	5.00	150.00
Finishing Roadbed and Slopes	Lump Sum	(21%)	Lump Sum	10,500.00
Watering	M-Gal.	8,900	0.00	00.00
Aggregate Shoulders	Ton	1,410	5.55	7,825.50
Treated Base Mixture	Ton	8,200	7.50	61,500.00
Cement in Treated Base Mixture	Ton	455	69.00	31,395.00
Class "B" Asphalt Concrete in Mixture	Ton	4,520	20.00	90,400.00
Asphalt Cement in Mixture	Ton	265	200.00	53,000.00
Hydrated Lime in Mixture	Ton	48	110.00	5,280.00
Asphalt in Tack Coat	Ton	3	250.00	750.00
18-inch Culvert Pipe	Lin. Ft.	64	9.60	614.40
24-inch Culvert Pipe	Lin. Ft.	464	12.05	5,591.20
8-inch Drain Pipe	Lin. Ft.	142	5.00	710.00
Drain Backfill Material	Cu. Yd.	8	14.00	112.00
Guard Rail, Type 2A	Lin. Ft.	1,775	12.00	21,300.00
Guard Rail, Type 3	Lin. Ft.	100	24.00	2,400.00
Guard Rail Anchors, Type 1	Each	2	450.00	900.00
Guard Rail Anchors, Type 1 Modified	Each	6	450.00	2,700.00
Rail End Pieces, Type B	Each	3	80.00	240.00
Rail End Pieces, Type C	Each	5	80.00	400.00
Type 2 Fence	Lin. Ft.	4,500	1.10	4,950.00
Extra for Asphalt Approaches	Each	5	200.00	1,000.00
Paved Culvert End Slopes	Sq. Ft.	76	5.00	380.00
20' Cattle Guard	Each	1	6,000.00	6,000.00
Delineators, Type 1	Each	53	19.00	1,007.00
Delineators, Type 4	Each	28	10.00	280.00
Seeding, Fertilizing and Mulching	Acre	35	500.00	17,500.00
				$ 749,777.25

ANTICIPATED ITEMS

Statistical Asphalt Concrete Bonus	(27%)	All Required	$ 4,063.50
Permanent Pavement Striping	(2%)	All Required	200.00
On-the-Job Trainees ($0.80x4,000 hrs.)	(25%)	All Required	800.00
EEO/Labor Compliance Monitoring	(21%)	All Required	6,114.47
			$ 11,177.97

SUBTOTAL	$ 760,955.22
Engineering	95,118.78
TOTAL	$ 856,074.00

TYPE CODE X281 (IR)
WESTLAND U'XING BR. NO. 16449 (Sta. "SB" 621+31.16)

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	$ 1,000.00
Structure Excavation	Cu. Yd.	365	6.00	2,190.00
Special Wall Backfill	Cu. Yd.	389	10.00	3,980.00
Structural Concrete, Class 3300 (415 C.Y.)	Lump Sum	All	Lump Sum	83,518.00
Structural Concrete, Class 4500 (261 C.Y.)	Lump Sum	All	Lump Sum	44,915.00

Reinforcement (65,500 Lbs.)	Lump Sum	All	Lump Sum	20,460.00
Coated Reinforcement (36,200 Lbs.)	Lump Sum	All	Lump Sum	18,680.00
125'/130' Prestressed Bulb Tee Beams	Each	5	11,250.00	56,250.00
130'/135' Prestressed Bulb Tee Beams	Each	5	11,675.00	58,375.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	170	60.00	10,200.00
Two-Tube Steel Rail	Lin. Ft.	602	34.00	20,468.00
Slope Paving	Sq. Yd.	257	25.00	6,425.00
Slope Paving Curbs	Lin. Ft.	125	14.00	1,750.00
		SUBTOTAL		$ 328,211.00
		Engineering		41,026.00
		TOTAL		$ 369,237.00

TYPE X121 (I)

U.P.R.R. N.B. O'XING BR. NO. 16450 (Sta. "NB" 644+02 to Sta. "NB" 646+93)

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	$ 1,000.00
Structure Excavation	Cu. Yd.	800	6.00	4,800.00
Special Wall Backfill (430 C.Y.)	Cu. Yd.	350	10.00	3,500.00
Structural Concrete, Class 3300 (118 C.Y.)	Lump Sum	All	Lump Sum	44,603.00
Structural Concrete, Class 4000 (900 C.Y.)	Lump Sum	All	Lump Sum	18,858.00
Structural Concrete, Class 5000	Lump Sum	All	Lump Sum	186,277.00
Expansion Joint, Single Strip Seal	Lin. Ft.	90	107.00	9,630.00
Reinforcement (160,000 Lbs.)	Lump Sum	All	Lump Sum	52,000.00
Coated Reinforcement (54,000 Lbs.)	Lump Sum	All	Lump Sum	27,470.00
Prestressing Steel (58,000 Lbs.)	Lump Sum	All	Lump Sum	51,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	189	60.00	11,340.00
Bearing Devices, Bent 1	Each	5	1,200.00	6,000.00
Bearing Devices, Bent 4	Each	5	1,200.00	6,000.00
Concrete Bridge Rail	Lin. Ft.	670	25.60	17,152.00
				$ 439,630.00

U.P.R.R. SB O'XING BR. NO. 16451 (Sta. "SB" 645+68.96 to Sta. "SB" 648+77.96)

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	$ 1,000.00
Structure Excavation	Cu. Yd.	700	6.00	4,200.00
Special Wall Backfill	Cu. Yd.	350	10.00	3,500.00
Structural Concrete, Class 3300 (1420 C.Y.)	Lump Sum	All	Lump Sum	44,603.00
Structural Concrete, Class 4000 (112 C.Y.)	Lump Sum	All	Lump Sum	16,007.00

Structural Concrete, Class 5000 (930 C.Y.)	Lump Sum	All	Lump Sum	200,000.00
Expansion Joint, Single Strip Seal	Lin. Ft.	90	107.00	9,630.00
Reinforcement (166,000 Lbs.)	Lump Sum	All	Lump Sum	53,270.00
Coated Reinforcement (56,000 Lbs.)	Lump Sum	All	Lump Sum	28,570.00
Prestressing Steel (67,000 Lbs.)	Lump Sum	All	Lump Sum	60,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	189	60.00	11,340.00
Bearing Devices, Bent 1	Each	5	1,200.00	6,000.00
Bearing Devices, Bent 4	Each	5	1,200.00	6,000.00
Concrete Bridge Rail	Lin. Ft.	706	25.60	18,073.60
				$ 462,193.60

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	$ 112,000.00
		$ 112,000.00
	SUBTOTAL	$1,013,823.60
	Engineering	126,727.40
	TOTAL	$1,140,551.00

TYPE CODE X221 (I)
NB-EB RAMP BR. NO. 16452 (Sta. "NB" 669+62.18)

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	$ 1,000.00
Structure Excavation	Cu. Yd.	435	6.00	2,610.00
Structural Excavation Below Elevations Shown	Cu. Yd.	44	6.00	264.00
Structural Concrete, Class 3300 (347 C.Y.)	Lump Sum	All	Lump Sum	43,279.00
Structural Concrete, Class 4000 (62 C.Y.)	Lump Sum	All	Lump Sum	9,516.00
Structural Concrete, Class 5000 (1080 C.Y.)	Lump Sum	All	Lump Sum	209,526.00
Expansion Joint, Single Strip Seal	Lin. Ft.	35	107.00	3,745.00
Expansion Joint, Double Strip Seal	Lin. Ft.	35	570.00	19,950.00
Reinforcement (190,784 Lbs.)	Lump Sum	All	Lump Sum	63,000.00
Coated Reinforcement (47,729 Lbs.)	Lump Sum	All	Lump Sum	32,170.00
Prestressing Steel (92,190 Lbs.)	Lump Sum	All	Lump Sum	80,000.00
Reinforced Bridge End Panels	Sq. Yd.	142	60.00	8,520.00
Concrete Bridge Rail	Lin. Ft.	940	25.60	24,064.00
Slope Paving	Sq. Yd.	240	25.00	6,000.00
Slope Paving Curbs	Lin. Ft.	135	14.00	1,890.00
		SUBTOTAL		$ 505,534.00
		Engineering		63,191.00
		TOTAL		$ 568,725.00

TYPE CODE X281 (I)
WB U'XING I-84 BR. NO. 16453 (Sta. "SB" 668+82.90)

Structure Excavation	Cu. Yd.	710	5.00	$ 3,550.00
Structural Concrete, Class 3300 (298 C.Y.)	Lump Sum	All	Lump Sum	57,867.00
Structural Concrete, Class 4500 (243 C.Y.)	Lump Sum	All	Lump Sum	36,019.00
Reinforcement (67,000 Lbs.)	Lump Sum	All	Lump Sum	19,200.00
Coated Reinforcement (35,500 Lbs.)	Lump Sum	All	Lump Sum	18,570.00
45'/50' Prestressed Bulb Tee Beams	Each	5	3,900.00	19,500.00
55'/60' Prestressed Bulb Tee Beams	Each	5	4,450.00	22,250.00
95'/100' Prestressed Bulb Tee Beams	Each	6	7,600.00	45,600.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	225	60.00	13,500.00
Concrete Bridge Rail	Lin. Ft.	454	25.60	11,622.40
Slope Paving	Sq. Yd.	520	25.00	13,000.00
Berm Paving	Sq. Yd.	170	20.00	3,400.00
Slope Paving Curbs	Lin. Ft.	290	14.00	4,060.00
				$ 268,138.40

EB "U'XING I-84 BR. NO. 16454 (Sta. "SB" 670+36.63)

Structure Excavation	Cu. Yd.	867	5.00	$ 4,335.00
Structural Concrete, Class 3300 (320 C.Y.)	Lump Sum	All	Lump Sum	109,064.00
Structural Concrete, Class 4500 (265 C.Y.)	Lump Sum	All	Lump Sum	89,064.00
Reinforcement	Lump Sum	All	Lump Sum	22,200.00
Coated Reinforcement	Lump Sum	All	Lump Sum	20,470.00
55'/60' Prestressed Bulb Tee Beams	Each	10	4,450.00	44,500.00
105'/110' Prestressed Bulb Tee Beams	Each	6	8,300.00	49,800.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	250	60.00	15,000.00
Concrete Bridge Rail	Lin. Ft.	498	25.60	12,748.80
Slope Paving	Sq. Yd.	585	25.00	14,625.00

Berm Paving	Sq. Yd.	175	20.00	3,500.00
Slope Paving Curbs	Lin. Ft.	320	14.00	4,480.00
				$ 389,786.80
		SUBTOTAL		$ 657,925.20
		Engineering		82,239.80
		TOTAL		$ 740,165.00

Length of Roadway ----------------	3.376 miles
Length of Structures -------------	0.059 miles
TOTAL LENGTH	3.435 miles

Cost of Roadway Per Mile ---------	$ 911,803.02

RETAIN IN RESERVE

Umatilla Electric Co-operative Association	All Required	$ 25,000.00
Survey Monumentation	All Required	10,000.00
Keyed Padlock	All Required	100.00
Pacific Northwest Bell Telephone	All Required	1,000.00
Umatilla Army Depot (Telephone)	All Required	6,000.00
	SUBTOTAL	$ 42,100.00
	Engineering	5,262.00
	TOTAL	$ 47,362.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	042	$3,078,247.00	$2,838,759.00	$239,488.00
Westland Intchge.	044	856,074.00	789,471.00	66,603.00
Westland Str.	044	369,237.00	340,510.00	28,727.00
Bridges (5)	042	2,449,441.00	2,258,874.00	190,567.00
SUBTOTAL		$6,752,999.00	$6,227,614.00	$525,385.00
Reserve		47,362.00	43,677.00	3,685.00
TOTAL		$6,800,361.00	$6,271,291.00	$529,070.00

Group 010: 0%; Group 011: 82%
Group 020: 0%; Group 021: 18%
Contract No. 10,149
Prefix: C6301960 (P.E.)
Prefix: C10149

DRH:CPL:pf

010

December 13, 1988

Blue Mountain Paving Co.
PO Box 938
Pendleton, OR 97801-0938

CON 5 - #10,149

Attn: Elmer W. Adkins

We have received a copy of your letter dated December 8, 1988, addressed to the Secretary of State filing a claim against the following Highway Division contract:

AMOUNT:	$15,750.68
FOR:	Materials, labor & equipment
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	10,149
PROJECT:	Bridge Road-Old Oregon Trail Highway Section, McNary Highway in Umatilla County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc Mocon Corporation
PO Box 3258
Salem, OR 97302

United Pacific Insurance Co.
Bond Department
33405 8th Avenue, S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
PO Box 5669
Portland, OR 97228

bcc Bryant Jackmond

FKN:br

BLUE MOUNTAIN PAVING CO.
P.O. BOX 938
PENDLETON, OR 97801-0938
(503) 276-9459

December 8, 1988

Secretary of State
143 Capitol Bldg.
Salem, Ore. 97310

Re; Oregon State Hi-way Division, Bridge Road, Old Oregon Trail
Contract # C-10149

Prime Contractor on project:

Mocon Corp.
P. O. Box 3258
Salem, Ore. 97302

Dear Sir or Madam,

There is an outstanding balance of $15,750.68 owing to us on the above mentioned project for materials, labor and equipment. Numerous calls were made to the Region #5 Oregon State Highway Division office prior to finalization expressing our concern about this matter and also to the prime contractor but to no avail.

Blue Mountain Paving Company wishes to file a claim in the amount of $15,750.68 against this project, Oregon State Highway Division and the bonding company on this project.

Thank you,

Elmer W. Adkins

Elmer W. Adkins
Blue Mountain Paving Co.

RECEIVED
DEC 12 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,149

November 30, 1988

CON 5 - 10,149

Weaver Construction Company
P. O. Box 428
La Grande, Oregon 97850

Attn: Paul C. Wolf
Assistant Manager

Thank you for a copy of your letter dated November 21, 1988, informing us that your claim against Mocon Corporation has been settled.

This was in reference to the Mocon Corporation Contract No. 10,149 for work on the Bridge Road-Old Oregon Trail Highway Section of the McNary Highway in Umatilla County.

The claim release will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 8th Avenue, S. C-3000
Federal Way, WA 98003

bc: Secretary of State

bbc: Bryant Jackmond

FKN:st

General Contractors
Ph. (503) 963-5226

WEAVER
CONSTRUCTION
COMPANY

P. O. Box 428
La Grande, Oregon 97850

November 21, 1988

Reliance United Pacific Surety Managers
33405 8th Ave. South
C-3000
Federal Way, Washington 98003

RE: Bond No. U-546592
File No. 074-86-00904
Principal: Mocon Corp.
OSHD Contract 10,149

Dear B. Michael Bowen,

In response to our claim on Mocon Corporation's Bond. We have since settled the matter with Mr. Morrow. We therefore, release our claim on his Bond.

Sincerely,
WEAVER CONSTRUCTION CO.

Paul C Wolf

Paul C. Wolf
Assistant Manager

PCW/sr
C: File
Oregon State Highway Division
Mocon Corp.

RECEIVED
NOV 23 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,149

J

September 12, 1988

CON 5 - 10,149

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

Contract No. 10,149 awarded to Mocon Corporation for work on the Bridge Road-Old Oregon Trail Highway Section of McNary Highway in Umatilla County was completed on August 8, 1988, and accepted by the State Highway Division on August 29, 1988.

Final payment in the amount of $17,091.57 will be released to the contractor after September 19, 1988. The total contract amount is $5,633,418.30 including $55,568.11 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, none of which have been paid.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Kenneth E. Husby
Thomas D. Lulay
Hwy. Acctg.
R. D. Hector

10,149

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10149

TO: Manager
Commission Services

DATE: August 29, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10149, On Site Work Substantially Completed March 30, 1988

All Work Completed August 8, 1988

Project Bridge Road-Old Oregon Trail Highway

Highway McNary

County Umatilla

Type of Work Grading, Paving, Structure, and Signing

Contractor Mocon Corp.

BMW:hh

cc: Kenneth E. Husby
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 9/12/88

RECEIVED
SEP 06 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,149

J

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: July 25, 1988

In Reply Refer to File No.: CON 5 10149

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for Kenneth E. Husby
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-82-1(8)07

Contract 10149, Work Completed March 30, 1988

Project Bridge Road-Old Oregon Trail Highway

Highway McNary

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 10, 1987

for

Dale E. Wilken
Division Administrator

NOTED
SHE'S OFFICE

BMW:mk

cc: D. E. Forbes
Kenneth E. Husby
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
JUL 29 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JUL 25 1988
OREGON DIVISION

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: April 02,1988

PROJECT NAME (SECTION): BRIDGE RD - OLD OREGON TRAIL HIGHWAY

CONTRACT NO: 10149

HIGHWAY: McNary

COUNTY: Umatilla

F A PROJECT NO: I-82-1(8)07

CONTRACTOR: Mocon

KIND OF WORK: Grading,paving, structures, and signing

DATE OF AWARD: Nov.25, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $6,800,364.69

ESTIMATED PROJECT COST $6,588,040.30

ESTIMATED PERCENT [redacted]/UNDERRUN 4.0 %

ENGINEERING

AUTHORIZATION $ 483,581.49

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 670,668.88

PERCENT OF AUTHORIZATION 138 %

FIRST NOTIFICATION DATE: Jan.31, 1986

ESTIMATED DATE OF COMPLETION, OR: Dec.02, 1987

SECOND NOTIFICATION DATE AND: March 30,1988

ESTIMATED SEMIFINAL SUBMITTAL DATE: Dec.14, 1987

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 2

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
fix	10/31/87	365	399.0	109	no
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,226,646 cy	63,870 tn	16,720 tn			
EST. CORRECTED QUANTITIES	1,103,761 cy	67,038 tn	16,726 tn			
EST. PERFORMED TO DATE	1,103,761 cy	67,038 tn	16,726 tn			
PERCENT PERFORMED TO DATE	100	100	100	100	100	0

ACTIVITIES THIS WEEK:

MOCON CORPORATION :

Ben Fox Inc. has completed all the Seeding,Fertilizing and Mulching required through out this project.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Michael J. Gardner

Michael J. Gardner

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

10149

February 4, 1988

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
10149

Re: Time Extension Request
Bridge Road-Old Oregon Trail
Contract No. 10149
FAP No. I-82-1(8)07

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 14 calendar days of contract time due to the performance of extra work on Bridge No. 16452.

Your request has been determined to be valid and is granted. The adjusted contract time of completion for this contract is November 14, 1987. Time charges were stopped on this project on December 2, 1987, by a suspension of work order issued to permit the seeding and mulching works to be done in February and/or March, 1988.

There remains 18 calendar days of liquidated damages under this contract at this time. Contract time charges will resume with your commencement of seeding and mulching work, but not later than March 15, 1988.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Mike Gardner w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON INTEROFFICE MEMO

TO: O.B. Jackmond
Construction Engineer

DATE: January 6, 1988

FROM: J.K. Wilson
Region 5 Construction Engineer

SUBJECT: **BRIDGE ROAD - OLD OREGON TRAIL (HWY #6)**
Contract No. 10149
Umatilla County

Attached is a time request submitted by Mocon asking for 14 additional days because of extra work on the subject project. Mike Gardner's included letter fully explains what the extra work involved and the time the contractor spent doing the work.

The original, specified completion date for the contract was October 31, 1987. The project was actually completed on December 2, 1987, resulting in a 32-day time over-run. The contractor is asking for 14 additional days, and Gardner documents a total of 21 days the contractor spent on the extra work.

Not completed yet. seeding remains to be done in spring 1988.

I recommend that the requested 14 days be granted which would leave 18 days of liquidated damages to be assessed.

rt

attachments

cc: M. Gardner

2-2-88

W. E. Schwartz -

I concur with Region and Project Manager and recommend 14 C.P. time extension. A second Notice has not been issued. The project is under a stop work order until early spring of 1988 in order to perform the seeding & mulching.

O.B. Jackmond

CE ___ CAE ___ SPC ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ FE ___ CP ___
CA ___ PQC ___
CAM ___ QCS ___
EEO ___ FILE ___

RECEIVED
JAN 10 1988
CONSTRUCTION SECTION

81-125-1367

[illegible] 11-4-87

A First for ODOT

State Bars Firm Due to Minority Hiring Deficit

For the first time ever, the Oregon Transportation Commission has told the Highway Division it can stop a highway construction firm from bidding on state highway contracts because it has violated equal opportunity requirements.

Because Mocon Corporation of Salem did not fulfill contracted commitments to hire a certain percentage of minorities and women on two state road projects, it cannot bid on further state contracts for 90 days, Bryant Jackmond, contracts administration engineer with the Oregon Department of Transportation, said.

Mocon is expected to appeal the suspension before a state hearings officer during the coming week, Ronault Catalani, an attorney with ODOT, said.

> ***The state is putting teeth in minority and female employment requirements.***

GARY A. POTTER

The commission made its ruling on Oct. 20.

The Skanner made repeated phone calls to Mocon seeking comment from Bob Morrow, owner of the firm. He was not available.

This construction season, ODOT changed its practices so contractors can be cited for breach of contract if they violate equal opportunity agreements, Catalani said. Contractors can lose their bidding rights if they do that more than twice, he added.

"There has been a profound change in the Department of Transportation," Catalani said. Devotion of increased money and personnel to equal employment enforcement represents "a whole new focus on these programs," he said.

Pat Schwartz, assistant state highway engineer, said the Highway Division has not enforced equal opportunity laws in the past "as well as we should have." But, at least partially due to pressure from the Federal Highway Administration, the state is putting teeth in its minority and female employment requirements, he said.

The state must meet certain social goals such as equal opportunity employment to receive federal highway money, Catalani noted.

Mocon was the first firm that had two violations under the new policy, Catalani said. The company was found to be deficient in recruitment of minority and female construction crafts workers on projects in Northeast Portland and Umatilla County, he said.

Continued on Page 14

R. N. BOTHMAN

Mocon... *Continued from Page 1*

Mocon has a long history of equal opportunity employment violations, Schwartz said.

"We felt we had to do something about them," Schwartz said.

Catalani said in addition to the two 1987 violations, Mocon broke equal opportunity agreements four times in 1986.

Schwartz said Mocon is one of the state's 10 or 20 largest highway contractors. The company does a wide range of road and bridge construction work.

Catalani noted that a certain number of contractors are reviewed each year. Of 15 reviewed in 1987, nine were found to be in violation of equal employment requirements in their contracts, he said. Seven of those have corrected the situation.

Mocon did correct their violations on the Northeast Portland project, Catalani said.

Schwartz said Mocon has not been singled out. But, he added, "We hope that others will profit from the bad experience Mocon is having."

BEFORE THE DIRECTOR OF THE OREGON DEPARTMENT OF GENERAL SERVICES

In the Matter of the Proposed)
Revocation of Prequalification)
Certificate of Mocon Corporation)
with the State of Oregon)

NOTICE OF HEARING

CERTIFIED MAIL

TO: Robert D. Morrow, Jr.
Mocon Corporation
2700 19th Street S.E.
Salem, Oregon 97301

(1) The Director of the Oregon Department of General Services, through his designated hearings officer, will hold a hearing on the proposed revocation of prequalification certificate of Mocon Corporation. The hearing will be held on November 17, 1987, at 1:30 p.m., in the Main Conference room of the Department of General Services building, 1225 Ferry Street, S.E., Salem, Oregon 97310.

The hearing will be held under the authority of the Oregon statutes that authorize public contracting agencies to disqualify businesses as bidders on public contracts, ORS 279.037 through 279.045.

(2) The statutes and rules pertaining to the issues to be considered at the hearing are:

(a) ORS 279.037(1)(d), which authorizes disqualification from bidding on public contracts when a contractor repeatedly has breached contractual obligations to public or private contracting agencies.

(b) OAR 137-30-110, the rules which govern disqualification proceedings.

cy- Pat Schwartz
Jack Sollis

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 4 '87
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

(3) The Highway Division of the Department of Transportation proposes to revoke the prequalification certificate of Mocon Corporation for a period of three months (90 days) on the ground that Mocon repeatedly has breached contractual obligations to the Highway Division (ORS 279.037(1)(d)). In particular, Mocon was not in compliance with its equal employment opportunity requirements on contracts #10149 (Bridge Road - Old Oregon Trail) and #10450 (N.E. Union Ave. to N.E. 87th Ave.), and that good faith efforts were not made to meet the equal employment opportunity requirements of the contracts.

DATED: NOVEMBER 3, 1987.

Don A.

Director, Department of General
Services [or Designee]

BEFORE THE DIRECTOR OF THE OREGON DEPARTMENT OF GENERAL SERVICES

In the Matter of the Proposed)
Revocation of Prequalification)
Certificate of Mocon Corporation)
with the State of Oregon)

PRE-HEARING NOTICE

TO: Robert D. Morrow, Jr.
Mocon Corporation
2700 19th Street S.E.
Salem, Oregon 97301

CERTIFIED MAIL

This notice is sent to provide the information required by ORS 183.413 relating to rights and procedures at the hearing on the above-entitled matter.

At the hearing, the Contractor or its attorney if it chooses to have one, will first have an opportunity to make an opening argument addressing the issues, laws, regulations and public policy relating to the question of whether the Contractor should be disqualified from bidding on public contracts under ORS 279.037 - 279.045 and OAR 137-30-110. Then the State, if represented by an attorney, may make an opening argument on the State's behalf.

After arguments, the Contractor will have the first opportunity to present evidence by presenting documents, photographs and other items, and by calling witnesses. The State, if represented by an attorney, will have the opportunity to object to any evidence and to cross-examine any of the Contractor's witnesses.

RECEIVED
STATE HWY ENGR
NOV 4 '87
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

After the Contractor has presented its evidence, the State will have the opportunity to present evidence and call witnesses, and the Contractor may cross-examine. Then the Contractor and the State will have a final opportunity to present rebuttal evidence.

The parties will then be allowed to present closing arguments based on the evidence and the law. The Contractor or its attorney will argue first, followed by the State. The Contractor may then present a rebuttal argument if it wishes. Written memoranda also will be accepted and considered if presented at the time of the hearing.

Either party may object to the admission of evidence. Objections may be made on grounds that the evidence is irrelevant, immaterial or unduly repetitious. Objections also may be made on grounds such as the privilege not to incriminate oneself, the attorney-client privilege , and other privileges recognized by law. All other evidence commonly relied upon reasonably prudent persons in the conduct of their serious affairs will be admissible.

The Contractor shall have the burden of presenting evidence to prove that it should not be disqualified. This proof may be presented in a variety of forms, including letters and documents, maps, photographs and the oral testimony of witnesses. The State may present such evidence to controvert the Contractor's evidence.

A record of the hearing will be made by the agency. The record will be retained in stenographic form in case an appeal is filed and a transcript is needed. If either party orders a transcript of the record, it will be supplied to that party. A written transcript will necessary for a party to appeal from the agency's decision.

The State will be represented by an attorney at the hearing. The parties to this type of hearing are entitled to be represented by an attorney and frequently choose to be represented by an attorney.

Don A. Seufert, Management Analyst, will preside over the hearing and will make proposed findings of fact and conclusions of law. After review of the proposed order the Director of the Department of General Services will issue a final order disposing of the case.

If either party to these proceedings appears without an attorney, that party will not be allowed to stop or interrupt the proceedings in order to obtain an attorney. Neither party may request an adjournment or recess to obtain additional evidence that is not available at the hearing.

If either party is adversely affected by the final order of the Director, an appeal may be taken by that party by filing a petition in the Circuit Court of Marion County within 15 days after the date of the order. The procedures for appealing to the circuit court are found in ORS 279.045.

DATED: November 3, 1987.

Don A. Seufert

Director, Department of General
Services [or Designee]

MILLS & McMILLIN, P.C.
Attorneys At Law
715 Commercial St. N.E.
Salem, Oregon 97301

Telephone (503) 588-0556

MICHAEL MILLS
CRAIG McMILLIN
FRANK E. BOCCI, JR.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 27 '87
REFER TO Carter - Justice
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
					✓	

orig to
10/27

R

October 27, 1987

Hand Delivered

OREGON DEPARTMENT OF TRANSPORTATION
Highway Division / Construction Section
1158 Chemeketa Street N.E.
Salem, OR 97310

Attention: LARRY RULIEN, State Highway Engineer

Re: Revokation of Prequalification Certificate / Hearing Request

To Whom It May Concern:

Please be advised that this office represents Robert D. Morrow, Jr. and Mocon Corporation and we are in receipt of your hand delivered letter of October 26, 1987 regarding revokation of Prequalification Certificate.

Pursuant to the procedure set out in that letter and per ORS 279.043, we hereby request a hearing on this revokation on behalf of our client Mocon Corporation.

It is our understanding you will be advising us of a hearing date within ten (10) days of the date of this request.

Thank you and if you have any questions, please do not hesitate to contact our office.

Sincerely,

Frank E. Bocci, Jr.

NOTED
W. E. SCHWARTZ

FEB:mo
cc: Mocon Corporation
Mike Mills

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
BO ___
RECEIVED
OCT 28 1987
CONSTRUCTION
SECTION
SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

Called Simmons' office 10/27 - 2:20 P.M.
all on Exec Service retreat until
Wed. P.M. Cindy Carter to take care
of for us.
WES

10/28
cy sent
cy - Robert N. Bothman (fyi)

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
CON

NOTICE OF REVOCATION OF PREQUALIFICATION CERTIFICATE

Robert D. Morrow, Jr.
Mocon Corporation
P.O. Box 3258
Salem, Oregon 97302

HAND DELIVERED
October 26, 1987

You are hereby notified that the prequalification under ORS 279.039 and OAR 734-10-005 of Mocon Corporation with the State of Oregon, Department of Transportation, Highway Division, is revoked upon your receipt of this notice. This revocation is valid as to any Department of Transportation contract for which an advertisement for bids occurs on or after October 26, 1987. The revocation shall not apply to any contract for which an advertisement for bids has already occurred.

The prequalification of Mocon Corporation shall remain revoked for 90 days, unless an administrative or court order provides otherwise.

This revocation is based upon the following legal authorities: ORS 279.037(1)(d), 279.039, 279.041(3), 279.043, 279.045, and 39 Op Atty Gen 484 (1979).

Specifically, the Oregon Department of Transportation, Highway Division, alleges that Mocon Corporation has failed to comply with ORS 279.037(1)(d) in the following particulars:

(1) Mocon Corporation breached Highway Division contract #10,149 (Bridge Road - Old Oregon Trail) on or about July 8, 1987 in that the firm was not in compliance with its equal employment opportunity requirements and that good faith efforts were not made in an attempt to meet the equal employment opportunity requirements of the contract; and

(2) Mocon Corporation breached contract #10,450 (N.E. Union Avenue to N.E. 87th Avenue) on or about August 26, 1987, in that the firm was not in compliance with its equal employment opportunity requirements and that good faith efforts were not made in an attempt to meet the equal employment opportunity requirements of the contract.

Form 734-3122 (1-87)

You have a right to a hearing on this revocation. Hearing procedures are specified in ORS 279.043 and 279.045. To request a hearing you must deliver your request to the office of the State Highway Engineer, 102 Transportation Building, Salem, Oregon 97310, no later than three business days after your receipt of this notice. Your request should include: your name, the name of your firm, the name of your attorney if you will be represented by one in this matter, and an address and telephone number where you may be reached.

ALL HEARING REQUESTS MUST BE IN WRITING AND MUST BE RECEIVED WITHIN THREE BUSINESS DAYS OF RECEIPT OF THIS NOTICE.

A hearing will be scheduled upon receipt of your request. You will be notified by hand delivered mail (and telephone if your request contains a phone number) of the date, time and place of the hearing.

/s/ Pat Schwartz for

LARRY RULIEN
State Highway Engineer

bc: Dan Simmons, Department of General Services

bbc: Robert N. Bothman
Fran Neavoll
Jack Sollis
Cynthia Carter
Chuck Fredrickson
Ronault Catalani
Cam Gilmour

(Dictated and typed by Legal Counsel)

10/22/87:mj
mocon.1:4

October 15, 1987

Waco Scaffold & Equipment Co., Inc.
3220 S.E. 19th Avenue
Portland, OR 97202-2396

CON 5 - 10,149

Attention: Thomas J. Sigler
Manager

We have received a copy of your letter dated October 5, 1987, addressed to the Secretary of State and Mocon Corporation, filing a claim against the following Highway Division contract:

FILED BY: Waco Scaffold & Equipment Co., Inc.

AMOUNT: $66,415.06

FOR: Labor and materials

AGAINST (PRIME CONTRACTOR) Mocon Corporation

CONTRACT NO: 10,149

PROJECT: Bridge Road-Old Oregon Trail Highway Section, McNary Highway, Umatilla County

SURETY: United Pacific Insurance Company

AGENT: Fred S. James and Co. of Oregon

We will advise the surety of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

NOTED ON CARD
slp 10-15-87

bc: Bryant Jackmond
FKN:slp

WACO SCAFFOLD & EQUIPMENT CO., INC.
3220 S.E. 19[illegible] E. / PORTLAND, OR 97202-2396
PORTLAND: 232-9226 VANCOUVER: 695-6219
SCAFFOLD — SHORING — LADDERS

October 5, 1987

Secretary of State
143 Capitol Building
Salem, OR 97310

and

Mocon Corporation
2700 19th S.E.
Salem, OR 97302

Notice is hereby given that the undersigned, Waco Scaffold & Equipment Co., Inc. has a claim for rental of shoring equipment and labor to install and remove said equipment, in the sum of $ 66,415.06, against the bond taken from Mocon, for the work done on the Oregon State Highway Division, Old Oregon Trail Bridge Road project. Contract # 10149

Dated this fifth day of October, 1987

Thomas J Sigler
Thomas J. Sigler, Manager
Waco Scaffold & Equipment Co.,Inc.

TS/jw
cc: Commission Services
121 Transporation Building
Salem, OR 97310

RECEIVED
OCT 9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATE: October 6, 1987

TO: Oregon Transportation Commission CON 3

REVISED

FROM: Larry Rulien
State Highway Engineer

SUBJECT: EEO/MBE Contract Compliance
Mocon Corporation
Request to Suspend Prequalification for 90 Days

Mocon Corporation has been reviewed two times this year (June 24, and August 11) for compliance with the federal aid EEO/MBE provisions of the contracts. In both cases, Mocon Corporation was found to be in noncompliance. The contractor was issued a 30-day show cause notice and breach of contract notice both times. In addition to these findings of noncompliance, Mocon Corporation was reviewed four times for EEO/MBE compliance during 1986, and was found in noncompliance with similar deficiencies noted in each instance.

Enclosed for your information is a chronological history of Mocon Corporation's EEO/MBE contract compliance reviews during 1986 and 1987. Included with this information are contract numbers, specific areas of deficiency, findings, and recommendations.

Mocon Corporation has repeatedly and consistently demonstrated deficiencies in the EEO/MBE contract compliance area. The contractor has shown no progress in improving its methods and efforts to employ women and minorities in its workforce. Pursuant to ORS 279.037(1)(d), I request your approval to suspend Mocon Corporation's prequalification for a period of 90 days commencing on the date of your approval.

This will be an item on the agenda for your consideration at the October 20 Commission meeting.

Enclosure

bc Robert N. Bothman
Jack Sollis
W. E. Schwartz
C. O. Fredrickson
Fran Neavoll
R. L. S. Catalani
John Elliott

LB:mk sl

DATE: September 23, 1987

TO: Oregon Transportation Commission CON 3

FROM: Larry Rulien
State Highway Engineer

SUBJECT: EEO/MBE Contract Compliance
Mocon Corporation
Request to Suspend Prequalification for 90 Days

Mocon Corporation has been reviewed two times this year (June 24 and August 11) for compliance with the federal aid EEO/MBE provisions of the contracts. In both cases, Mocon Corporation was found to be in noncompliance. The contractor was issued a 30-day show cause notice and breach of contract notice both times. In addition to these findings of noncompliance, Mocon Corporation was reviewed four times for EEO/MBE compliance during 1986, and was found in noncompliance with similar deficiencies noted in each instance.

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Enclosure

bc Robert N. Bothman
Jack Sollis
W. E. Schwartz
C. O. Fredrickson
Fran Neavoll
R. L. S. Catalani
John Elliott

LB:mk sl

STATE OF OREGON — INTERoFFICE MEMO

Highway Construction 378-6318 FILE: CON 3

TO: File — DATE: September 23, 1987

FROM: R. L. S. [illegible]ani, Manager
EEO and MBE Contract Compliance Unit

SUBJECT: Mocon Corporation
History of EEO/MBE Contract Compliance Reviews

The following EEO/MBE Contract Compliance Reviews were conducted with Mocon Corporation during 1986 and 1987. Noted are contract name and number, specific deficiencies cited, findings, and recommendations.

1. NE Union Avenue-NE 87th Avenue
FAP No. IX-68(12)
Contract No. 10450
Review Date: August 11, 1987

Noted deficiencies:

a. Under-utilization of minority (0%) and female (4.4%) operators.

b. Employees are not aware of Mocon 's EEO policy and EEO meetings are not regularly held with employees.

c. The contractor failed to provide a copy of the On-the-Job Training plan to the minority carpenter.

d. The contractor made a discriminatory remark regarding a minority employee during the EEO/MBE Contract Compliance Review.

e. Sufficient good faith efforts were not made to recruit minority and female employees in order to meet on-site workforce goals.

f. The contractor is not adhering to the commitments made in the corrective action plan which was approved after a show cause notice was issued on another federal-aid highway project.

RECOMMENDATION:

Non-compliance. Show Cause Notice and second Breach of Contract issued on August 26, 1987.

2. Bridge Road-Old Oregon Trail
FAP No. I-82-1(8)07
Contract No. 10149
Review date: June 24, 1987

Noted deficiencies:

a. Under-utilization of female operators (3.19%), female carpenters (3.54%), female teamsters (1.21%), and minority cement masons (0%).

b. The contractor was unable to provide sufficient documented good faith efforts to meet on-site workforce goals where new hire opportunities occurred.

c. No systematic recruitment efforts have been formulated by the contractor and disseminated to the job superintendents. Oral and written communications have not consistently been made with female and minority organizations.

d. The contractor did not contact or communicate with the Department's MBE/OJT Supportive Services contractor in an effort to employ minorities in the cement masons craft and females in the operators, carpenters, and teamsters crafts.

e. No established procedure exists to inform key people about the firm's progress toward achievement of contract work hours employment goals. The Monthly Employment Utilization Reports (CC257s) are not consistently disseminated to the persons responsible for hiring.

f. Employees are not aware of Mocon's EEO policy and EEO meetings are not regularly held with employees.

g. The contractor failed to provide On-the-Job Training to a female cement mason as outlined in the approved training plan and which was committed to by the contractor.

RECOMMENDATION:

Non-compliance. Show Cause and first Breach of Contract issued on July 8, 1987.

3. Park Place-Clackamas Community College
FAP No. IX-78(8)
Contract No. 9928
Review date: January 7, 1986

Noted deficiencies:

Laborers - Minorities (1.5%); Females (4.11%)
Operators - Females (0%)

RECOMMENDATION:

VCAP was submitted by Mocon addressing deficiencies and commitment to achieve on-site workforce goals in all areas.

4. Park Place-Clackamas Community College
FAP No. IX-78(8)
Contract No. 9928
Consolidated Compliance Review date: August 7, 1986

Noted deficiencies:

Same deficiencies were noted as in the January 7 review on the same project.

RECOMMENDATION:

Issue a 30-day show cause notice. On September 19, 1986, a letter to Mocon Corporation was sent which indicated a finding of non-compliance and deficiencies noted. On October 29, 1986, another letter was sent to Mocon Corporation reiterating the deficiencies of the August 7 review. This letter stated, "The issuance of a show cause notice would have been appropriate. However, because the project was due for completion in November 1986, the show cause notice was not issued." The letter also stated, "It is expected that a subsequent Compliance Review will reflect the aggressive action taken to correct the cited deficiencies. Should your firm be found in non-compliance, a show cause notice will be issued."

5. Claxter Road NE-Portland Road NE
FAP No. IX-1685(5)
Contract No. 10120
Review date: September 16, 1986

Noted deficiencies:

Operator - Minorities (0%); Female (0%)

No documented good faith efforts to employ women and minorities in the operator craft were available.

Failure to provide On-the-Job Training as specified in the contract training special provisions.

RECOMMENDATION:

Issue a 30-day show cause notice based on above deficiencies. A show cause notice was prepared and hand delivered to Larry Rulien. The show cause notice was never issued--reasons unknown.

6. Cannon Beach Junction
FAP No. F-2-6(9)
Contract No. 10285
Review date: September 18, 1986

Noted deficiencies:

Operators - Females (0%)
Carpenters - Females (0%); Minorities (0%)

Contractor was found to be in compliance with the stipulation that the contractor make affirmative action efforts to employ females in the operator craft and females and minorities in the carpenter craft.

Mocon Corporation has repeatedly and consistently demonstrated deficiencies in the EEO/MBE Contract Compliance area. The contractor has shown no progress in improving its methods and efforts to employ women and minorities in its workforce.

Of the four (4) reviews conducted during 1986, Mocon should have been issued show cause notices in at least two (2) of the four (4) reviews. Abuse was again demonstrated at the most recent reviews held June 24 and August 11, 1987.

It is my recommendation that formal sanctions be instituted immediately with Mocon Corporation. Their neglect of the EEO/MBE required contract provisions is unacceptable.

RLSC:LB:cw

09111w

September 22, 1987

CON 5 - #10,149

Weaver Construction Company
P.O. Box 428
La Grande, OR 97850

Attention: Paul Wolf
Engineer

We have received your letter of September 10, 1987, requesting that a lien be placed on funds due Mocon Corporation in connection with Contract No. 10,149 for work on the Bridge Road-Old Oregon Trail Highway in Umatilla County.

In checking our records, you filed a claim against this contract on August 29, 1986, in the amount of $4,990 for equipment rental.

We assume that the funds due referred to in your September 10 letter are the same funds due on which you filed a claim in August of 1986.

If this is incorrect and is a separate billing, please let us know and we will file it as a separate claim.

It is the State's policy not to withhold payment from prime contractors. We would suggest that you contact the bonding company, United Pacific Insurance Company, PO Box 5669, Portland, OR 97228.

If you have any questions, you may call me at 378-6526.

Fran Neavoll
COMMISSION SERVICES

General Contractors
Ph. (503) 963-5226

WEAVER CONSTRUCTION COMPANY

P. O. Box 428
La Grande, Oregon 97850

August 21, 1987

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Attn: Robert D. Morrow, Jr.

Dear Robert:

We are still as of this date awaiting payment for the equipment which you rented from Weaver Construction Company.

We feel we have waited longer than necessary and therefore, if payment in full of $4,840.00 is not received within 10 days, this matter will be given to Mr. Robert Gormsen, Oregon State Highway Division Commission Services with a request to lien the funds due to you plus interest from time of delinquency to the present.

Sincerely,

WEAVER CONSTRUCTION COMPANY

Paul C Wolf

Paul C. Wolf
Engineer

cc: Robert Gormsen
Commission Services
Project File

RECEIVED
SEP 14 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

An Equal Opportunity Employer

General Contractors
Ph. (503) 963-5226

WEAVER
CONSTRUCTION
COMPANY

P. O. Box 428
La Grande, Oregon 97850

September 26, 1986

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Attn: Robert D. Morrow, Jr.

Dear Robert:

We are sending you a tru and accurate billing as requested.

1. Barriers you hauled - 3 truck hours @ $50/hr = $150.00 credit
2. We did not rent or use your roller.
3. We are in agreement on the scale rent.

BILLING

1.	17 concrete barriers	$1,700.00
	credit truck haul	(150.00)
2.	Roller rent	$1,290.00
3.	Scale rent	$2,000.00
	Total monies due	$4,840.00

Please send the money as promised.

Sincerely,

WEAVER CONSTRUCTION COMPANY

Paul C Wolf

Paul C. Wolf
Engineer

cc: Robert Gormsen
Commission Services
File

RECEIVED
SEP 14 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
SEP 10 '87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO. 10	REPORT NO. 7	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
Ike Schnell, Asst. Project Manager; OSHD

cy
9/15

DATE OF INSPECTION 8/12/87	INSPECTION MADE BY Dale E. Wilken, Division Administrator and T. P. Lowe, Area Engineer	PROJECT NO. I-82-1(8)07

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED CDC 10/31/87 %	WORK COMPLETED 79 %

NOTED
W. E. SCHWARTZ

B RIDGE ROAD - OLD OREGON TRAIL SECTION
MC NARY HIGHWAY
Grading, Paving, Structures & Signing

This project is being constructed on new alignment. Traffic does not have access to the construction area except at the interchange with I-84 at the north end. Traffic control through this area was carefully observed and found to be satisfactory. Westbound traffic was being moved over to the normal eastbound lanes and traffic was going by the interchange area two-way separated by GM barrier.

There has been no progress in the grading since the last inspection report. There still remain about 30,000 cu/yd of embankment to be constructed between the northbound railroad structure and I-84. There was no work in this area at the time of this inspection. The contractor has a small work force at the I-84 interchange structures and the two railroad structures. They were removing the deck forms at the northbound I-82 railroad structure and forming the deck on the southbound I-82 railroad structure. On the westbound I-84 overcrossing structure the contractor was forming abutments and the center bent at the time of the inspection.

This contract has minimum DBE goals of 10% and WBE goal of 2%. There are 2 WBE contractors, the first, Walt's Concrete Co. of Springfield is for the bridge railing and amounts to 0.765 % of the contract amount. The second is Aichel Landscaping is for the seeding, fertilizing and mulching work for the project and is for 1.9%. The DBE contractor, Smith Construction Co. of Salem is for furnishibng and setting prestressed beams and constructing a chain link security fence. The amount of work being done by the Smith Construction Co. is $584,000 or 10.02% of the original contract amount.

The Project Manager noted apparent irregularities in the work allegedly being performed by Smith Construction Co. and has accordingly completed a "commercially useful function" form and sent it to the the State's Construction section for further investigation and advice. This matter will be discussed as soon as the State completes their investigation.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

10,149

DATE: August 6, 1987

CON 5
10419

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Little Odell Cr.-U.S. 97, and Crescent Bikepath Sections
The Dalles-California and Willamette Highways
Klamath County
Contract No. 10419

This State-financed cold plane pavement removal and overlay project has been completed and it now appears that the final cost will exceed the project authorization by $92,300 or 15 percent.

The overrun is due to an increased quantity of paving material required to replace that removed in the milling operation. The cause of this requirement for a greater amount of material is twofold: A greater milling depth was needed in order to remove the old "E" mix wearing surface which was severely delaminated, and the milling area was extended some six hundred feet at the westerly end of the project to repair a seriously deteriorated area and to end the project in a stable connection.

There are sufficient funds available in the category of work. No federal participation is involved on this project.

I recommend that the authorization be increased by $92,300 to a new total of $702,627.92. This matter will be on the consent calendar for the August 25 meeting.

LR:mk

bc: Bob Bothman
Fran Neavoll
C. O.Fredrickson
Doug Goldbach
Dale Allen
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
10419

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 5, 1987

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Little Odell Cr.-U.S. 97, and Crescent Bikepath Sections
The Dalles-California and Willamette Highways
Klamath County
Contract No. 10419

This State-financed cold plane pavement removal and overlay project has been completed and it now appears that the final cost will exceed the project authorization by $92,300 or 15 percent.

The overrun is due to an increased quantity of paving material required to replace that removed in the milling operation. The cause of this requirement for a greater amount of material is twofold: A greater milling depth was needed in order to remove the old "E" mix wearing surface which was severely delaminated, and the milling area was extended some six hundred feet at the westerly end of the project to repair a seriously deteriorated area and to end the project in a stable connection.

There are sufficient funds available in the category of work. No federal participation is involved on this project.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $92,300. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: D. D. Allen
R. J. Steyskal
B. M. Walton
Don Trout

RECEIVED
STATE HWY ENGR
AUG 6 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5

81-125-1387

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Little Odell Creek - U.S. 97 & Crescent Bikepath Date 7-27-87

Highway The Dalles/California & Willamette Hwys. Contract No. 10,419

County Klamath Kind of Work Cold Plane/Overlay Contractor R. L. Coats

	Authorized	Estimated
Contract Amount	$478,770.00	$619,497.59
Anticipated Items	$ 58,963.85	$ 30,963.85
Contingency (4½%)	$ 24,198.02	$ ~~4,581.85~~ 4,666.48
Engineering	$ 48,396.05	$ 47,500.00
Credits		
PROJECT COST	$610,327.92	~~$702,543.29~~ 702,627.92

NET INCREASE $ $ ~~92,215.37~~ 92,300.00 OR 15.1 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)			Expected Amount		Net Change
B.I. #3	Temporary Signs	(C)	$ 8,420.00	-	$ 3,070.00
B.I. #4	Temporary Plastic Savety Markers	(C)	$ 0.00	-	$ 1,200.00
B.I. #8	Cold Plane Pavement Removal	(C)	$ 86,166.60	+	$ 1,566.60
B.I. #9	Class "C" AC Mixture	(C)	$266,769.09	+	$71,469.09
B.I. #10	Asphalt Cement in Mixture	(C)	$149,059.40	+	$70,939.40
B.I. #11	Hydrated Lime in Mixture	(C)	$ 14,970.00	+	$ 3,810.00
B.I. #12	Asphalt in Tack Coat	(C)	$ 8,350.00	-	$ 2,650.00
	Asphalt Additives	(A)	$ 0.00	-	$28,000.00
P.A. #3	Flagging	(U)	$ 5,319.00	+	$ 5,319.00
EWO #1	Preparing Bikeway Slopes	(U)	$ 503.09	+	$ 503.09
	Statistical Bonus	(A)	$ 8,016.16	+	$ 8,016.16

Principal reasons for overruns (Continue on reverse side): see attached letter

8/31 Ret'd originals to Bruce Hatton of Constrn

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Noted by O. B. Jackman for Construction ~~or Bridge~~ Engineer

Confirmed by ______ Regional Engineer

Noted by for Deputy or State Highway Engineer

SP*68727-734

STATE OF OREGON INTEROFFICE MEMO

TO: STEVE MACNAB
REGION CONSTRUCTION ENGINEER

DATE: JULY 29, 1987

FROM: RICHARD J. STEYSKAL
PROJECT MANAGER

SUBJECT: DRAFT COST OVERRUN
LITTLE ODELL CREEK - US 97 & CRESCENT BIKEWAY
CONTRACT: 10,419

THE MAJOR ITEMS CAUSING OVERRUN ON THIS PROJECT WERE THE FLAGGING WHICH WAS COVERED BY PRICE AGREEMENT #3, AND BID ITEMS 8, 9, 10 AND 11 CONCERNING PAVEMENT MILLING AND PAVING.

THE OVERRUN OF FLAGGING OCCURRED BECAUSE ADDITIONAL PERSONS WERE NEEDED AS ADVANCE FLAGGERS TO SLOW TRAFFIC FOR THE SAFETY OF THE WORKERS AND TRAVELING PUBLIC. THE BID ITEM FOR FLAGGERS WOULD HAVE BEEN OVERRUN EVEN WITHOUT THE USE OF ADVANCE FLAGGERS AS THE QUANTITY SHOWN IN THE BID LIST WAS INADEQUATE.

COLD PLANE PAVEMENT REMOVAL WAS OVERRUN FOR TWO REASONS, THE FIRST BEING THAT QUANTITIES SHOWN IN THE BID ITEMS WERE CALCULATED FOR A 24 FOOT WIDTH. THE EQUIPMENT USED FOR THIS TYPE OF WORK REMOVES A 25 FOOT WIDTH, THEREBY INCREASING THE QUANTITY. THE SECOND REASON IS THAT THE REMOVAL AREA WAS LENGTHENED BY 600 FEET IN ORDER TO REMOVE AN AREA OF DETERIORATED PAVEMENT AT THE WESTERLY END OF THE PROJECT. THIS ALLOWED THE INLAY TO TIE INTO A BETTER QUALITY PAVEMENT.

ITEMS PERTAINING TO MIXTURE QUANTITIES, LIQUID ASPHALT AND LIME TREATMENT WERE OVERRUN FOR THESE REASONS. FIRST, THE COLD PLANE PAVEMENT REMOVAL WAS LARGER DUE TO REASONS STATED IN THE PRECEDING PARAGRAPH. SECOND, THE TAPER LENGTHS ON THE 4 LANE SECTION WERE NOT AS DEPICTED ON THE PLANS (THIS INCREASED AREA), THIRD, THE "E" MIX OVERLAY OF 1" DEPTH, TO BE REMOVED, WAS MORE THAN 1" IN DEPTH IN THE WHEEL TRACKS. THIS CAUSED A SPALLING OF THE GRINDING AREA DURING CLEANUP BEFORE PLACEMENT OF THE INLAY. THIS SPALLING CAUSED AN ADDITIONAL AMOUNT OF ASPHALT MIXTURE TO BE REQUIRED.

jc cc: OSHD (Kulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
JUL 30'87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cg 8/1

REGION NO. 10	REPORT NO. 6	COUNTY Umatilla	DIVISION Oregon
IN COMPANY WITH Mike Gardner, Project Manager; OSHD			
DATE OF INSPECTION 7/8/87	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-82-1(8)07
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED C.D.C. 10/3/87 %	WORK COMPLETED 73 %

BRIDGE ROAD - OLD OREGON TRAIL SECTION
MC NARY HIGHWAY
Grading, Paving, Structures & Signing

Traffic control at the north end of I-82 where it ties in to Interstate 84 was inspected. The traffic is using the eastbound lanes during construction of the westbound structure. Signing and delineation is satisfactory. We agreed it would be appropriate to add temporary barricades on the westbound lane even though that lane is closed to traffic. The new structure is being built flush with the existing I-84 westbound grade. The contractor is working on the substructure and nothing is showing should an errant vehicle somehow get into this section. It is possible a driver would drive right into the hole in which the structutre is being constructed. The Project Manager will have temporary barricades erected here shortly.

At the time of this inspection the contractor was stripping forms from the southbound railroad bridge, tieing steel on the northbound railroad bridge, and forming the east bent on the I-84 westbound structure.

There remain about 30,000 cubic yards of embankment in place to be constructed between the northbound railroad structure and I-84. The rest of the rough grading is essentially complete. The contractor has moved grading equipment off the project at the time of this inspection. He has until October 31 to complete the grading. There is only about a half a month of grading remaining but a month or two of fine grading and slope finishing remains. The Project Manager has written the contractor a letter calling his attention to the completion date specified.

The asphaltic concrete work is substantially complete on this project. There were six lots of asphaltic concrete. The pay factors are as follows:

Lot No.	Approx. Quantity	Pay Factor
1.	2,500 Tons	1.036
2.	2,000 Tons	1.002
3.	2,500 Tons	1.030
4.	2,000 Tons	0.986
5.	3,000 Tons	1.009
6.	5,500 Tons	0.996

Attached are copies of the statistical testing computation for each lot.

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ate of Printout 08-Jul-87


TATISTICAL TESTING COMPUTATIONS   MIX DESCRIPTION:
                                                                       LOT #              1
ECTION:   BRIDGE RD - OLD OREGON TRAIL HWY   MIX DESIGN #:             MIX CLASS:  B
ONTRACTOR:         MOCON CORPORATION           COUNTY:         UMATILL  LIME (%) :
ROJECT MANAGER:  MICHAEL J. GARDNER            CONT. #:          10149  PLANT TYPE: BATCH

 ITEM NO.        1       2       3       4       5       6       7       8       9      10
  ITEM          1"    3/4"    1/2"    1/4"     #10     #40    #200 ASPHALT   MOIST COMPACT
  WEIGHT     0.333   0.333   0.333       2       4       3      10      25      15      40
   USL       1E+09   1E+09      93      71      36      18       7     6.5     0.7   1E+09
   LSL         100      95      81      59      28      10       3     5.5  -1E+09      98

ublot 1        100     100      90      68      34      14     5.2     5.5    0.12    98.1
ublot 2        100     100      90      68      34      14     4.7     5.5    0.12      99
ublot 3        100     100      93      74      37      15     5.2       6    0.07    99.6
ublot 4        100     100      90      69      34      12     4.6     5.9    0.16    99.4
ublot 5        100     100      90      68      34      14     5.2     5.7    0.25   100.1

  SUM X        500     500     453     347     173      69    24.9    28.6    0.72   496.2
 SUM X^2     50000   50000   41049   24109    5993     957  124.37   163.8  0.1218  49245.
 SAMPLES         5       5       5       5       5       5       5       5       5       5
  MEAN         100     100    90.6    69.4    34.6    13.8    4.98    5.72   0.144   99.24
 ST. DEV         0       0  1.3416  2.6076  1.3416  1.0954  0.3033  0.2280  0.0673  0.7503
    Qu       1E+09   1E+09  1.7888  0.6135  1.0434  3.8340  6.6597  3.4205  8.2608   1E+09
    Ql       1E+09   1E+09  7.1554  3.9882  4.9193  3.4689  6.5278  0.9647   1E+10  1.6525
    Pu         100     100     100      72      85     100     100     100     100     100
    Pl         100     100     100     100     100     100     100      83     100      99
    Pt         100     100     100      72      85     100     100      83     100      99

ay Factor     1.05    1.05    1.05    0.97    1.02    1.05    1.05    1.02    1.05    1.04
tm Factor    0.350   0.350   0.350   1.940   4.080   3.150  10.500  25.500  15.750  41.600


 COMPOSITE   1.036
 AY FACTOR
```

A.C. ADJUSTMENT COMPUTATIONS

SECTION: BRIDGE RD - OLD OREGON TRAIL HWY

SPEC. NO.: SEC. 403

CONTRACT NO.: 10149

MIX CLASS: B

BID ITEM: 27

ESTIMATE NO.: 18

WORK THROUGH: 7/5/87

MIXTURE PRICE DETERMINATION

LOT NO.	MIX FORMULA CEMENT % / 100	X	ASPHALT CEMENT BID PRICE PER TON	=	CEMENT PRICE PER TON OF MIXTURE	+	A.C. MIXTURE BID PRICE PER TON	=	MIXTURE PRICE PER TON
1	0.06		200		$12.00		20		$32.00

A. C. ADJUSTMENT COMPUTATIONS

LOT NO.	QUANTITY (TONS)	X	MIXTURE PRICE PER TON	X	(C.P.F. - 1)	=	ADJUSTMENT AMOUNT
1	2221.13		$32.00		0.036		$2,558.74
					TOTAL	=	

C.P.F. = THE COMPOSITE PAY FACTOR

PREPARED BY________________________

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ate of Printout 08-Jul-87

TATISTICAL TESTING COMPUTATIONS   MIX DESCRIPTION:
                                                                    LOT #            2
ECTION:    BRIDGE RD - OLD OREGON TRAIL HWY   MIX DESIGN #:         MIX CLASS:  B
ONTRACTOR:         MOCON CORPORATION          COUNTY:       UMATILL LIME (%) :
ROJECT MANAGER:    MICHAEL J. GARDNER         CONT. #:        10149 PLANT TYPE: BATCH

 ITEM NO.        1       2       3       4       5       6       7       8       9      10
  ITEM          1"    3/4"    1/2"    1/4"     #10     #40    #200 ASPHALT   MOIST COMPACT
  WEIGHT     0.333   0.333   0.333       2       4       3      10      25      15      40
   USL       1E+09   1E+09      93      71      36      18       7       6     0.7   1E+09
   LSL         100      95      81      59      28      10       3       5  -1E+09      91

ublot 1        100     100      92      70      36      15     5.3     5.8    0.07    91.8
ublot 2        100     100      93      72      36      15     5.5       6    0.19      91
ublot 3        100     100      89      70      36      16     6.3     5.6    0.15    90.4
ublot 4        100     100      89      64      30      13     4.7     5.4    0.12    92.3

  SUM X        400     400     363     276     138      59    21.8    22.8    0.53   365.5
  SUM X^2    40000   40000   32955   19080    4788     875  120.12  130.16  0.0779  33399.
  SAMPLES        4       4       4       4       4       4       4       4       4       4
   MEAN        100     100   90.75      69    34.5   14.75    5.45     5.7  0.1325  91.375
  ST. DEV        0       0  2.0615  3.4641       3  1.2583  0.6608  0.2581  0.0505  0.8421
    Qu       1E+09   1E+09  1.0914  0.5773     0.5  2.5828  2.3456  1.1618  11.219   1E+09
    Ql       1E+09   1E+09  4.7294  2.8867  2.1666  3.7749  3.7075  2.7110   2E+10  0.4453
    Pu         100     100      87      70      67     100     100      89     100     100
    Pl         100     100     100     100     100     100     100     100     100      65
    Pt         100     100      87      70      67     100     100      89     100      65

ay Factor     1.05    1.05    1.03    0.98    1.00    1.05    1.05    1.03    1.05    0.95
tm Factor    0.350   0.350   0.343   1.960   4.000   3.150  10.500  25.750  15.750  38.000


COMPOSITE    1.002
AY FACTOR
```

A.C. ADJUSTMENT COMPUTATIONS

SECTION: BRIDGE RD - OLD OREGON TRAIL HWY

SPEC. NO.: SEC. 403

CONTRACT NO.: 10149

MIX CLASS: B

BID ITEM: 27

ESTIMATE NO.: 18

WORK THROUGH: 7/5/87

MIXTURE PRICE DETERMINATION

LOT NO.	MIX FORMULA CEMENT % / 100	X ASPHALT CEMENT BID PRICE PER TON	= CEMENT PRICE PER TON OF MIXTURE	+ A.C. MIXTURE BID PRICE PER TON	= MIXTURE PRICE PER TON
2	0.055	200	$11.00	20	$31.00

A. C. ADJUSTMENT COMPUTATIONS

LOT NO.	QUANTITY (TONS)	X MIXTURE PRICE PER TON	X (C.P.F. - 1)	= ADJUSTMENT AMOUNT
2	2097.73	$31.00	0.002	$130.06
			TOTAL =	

C.P.F. = THE COMPOSITE PAY FACTOR

PREPARED BY________________________________

```
Date of Printout 08-Jul-87

STATISTICAL TESTING COMPUTATIONS   MIX DESCRIPTION:
                                                                  LOT #              3
SECTION:   BRIDGE RD - OLD OREGON TRAIL HWY   MIX DESIGN #:           MIX CLASS:  C
CONTRACTOR:         MOCON CORPORATION         COUNTY:         UMATILL LIME (%) :
PROJECT MANAGER:  MICHAEL J. GARDNER          CONT. #:          10149 PLANT TYPE: BATCH

 ITEM NO.        1       2       3       4       5       6       7       8       9      10
   ITEM         1"    3/4"    1/2"    1/4"     #10     #40    #200 ASPHALT MOIST COMPACT
  WEIGHT     0.333   0.333   0.333       2       4       3      10      25      15      40
    USL      1E+09   1E+09   1E+09      76      39      17       7     6.2     0.7   1E+09
    LSL        100     100      95      62      29       7       3       5  -1E+09      91

Sublot 1               100      99      68      33      14     4.9     5.5    0.16
Sublot 2               100      97      72      34      16     5.5     5.6     0.1
Sublot 3               100      96      73      36      14     4.7     5.7    0.03
Sublot 4               100      98      71      34      13     4.5     5.7     0.1
Sublot 5               100      99      70      36      15     3.2     5.1    0.15

   SUM X         0     500     489     354     173      72    22.8    27.6    0.54       0
  SUM X^2        0   50000   47831   25078    5993    1042  106.84   152.6   0.069       0
  SAMPLES        0       5       5       5       5       5       5       5       5       0
   MEAN          0     100    97.8    70.8    34.6    14.4    4.56    5.52   0.108       0
  ST. DEV        0       0  1.3038  1.9235  1.3416  1.1401  0.8473  0.2489  0.0516       0
     Qu      1E+09   1E+09   8E+08  2.7033  3.2795  2.2803  2.8795  2.7309  11.456   1E+09
     Ql      1E+09   1E+09  2.1475  4.5749  4.1739  6.4902  1.8410  2.0883   2E+10   1E+09
     Pu        100     100     100     100     100     100     100     100     100     100
     Pl        100     100     100     100     100     100     100     100     100     100
     Pt        100     100     100     100     100     100     100     100     100     100

Pay Factor    1.00    1.05    1.05    1.05    1.05    1.05    1.05    1.05    1.05    1.00
Itm Factor   0.333   0.350   0.350   2.100   4.200   3.150  10.500  26.250  15.750  40.000

 COMPOSITE   1.030
PAY FACTOR
```

A.C. ADJUSTMENT COMPUTATIONS

SECTION: BRIDGE RD - OLD OREGON TRAIL HWY

SPEC. NO.: SEC. 403

CONTRACT NO.: 10149

MIX CLASS: C

BID ITEM: 27

ESTIMATE NO.: 18

WORK THROUGH: 7/5/87

MIXTURE PRICE DETERMINATION

LOT NO.	MIX FORMULA CEMENT % / 100	X ASPHALT CEMENT BID PRICE PER TON	= CEMENT PRICE PER TON OF MIXTURE	+ A.C. MIXTURE BID PRICE PER TON	= MIXTURE PRICE PER TON
3	0.056	200	$11.20	20	$31.20

A. C. ADJUSTMENT COMPUTATIONS

LOT NO.	QUANTITY (TONS)	X MIXTURE PRICE PER TON	X (C.P.F. - 1)	= ADJUSTMENT AMOUNT
3	1584.2	$31.20	0.03	$1,482.81
			TOTAL =	

C.P.F. = THE COMPOSITE PAY FACTOR

PREPARED BY______________________________

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)ate of Printout 08-Jul-87


:TATISTICAL TESTING COMPUTATIONS   MIX DESCRIPTION:

                                                                    LOT #           4
:ECTION:    Bridge  Rd. - Old Oregon Trail     MIX DESIGN #: 87-4027 MIX CLASS:  B" A.C.
:ONTRACTOR:Mocon Corp.                         COUNTY:       Umatill LIME (%) :
ROJECT MANAGER:  M. J. Gardner                 CONT. #:      C10149  PLANT TYPE: Batch

 ITEM NO.       1       2       3       4       5       6       7       8       9      10
   ITEM        1"    3/4"    1/2"    1/4"     #10     #40    #200  Asph % Moist %Comp %
  WEIGHT     0.33    0.33    0.33       2       4       3      10      25      15      40
    USL     1E+09   1E+09      93      68      36      17     6.5     5.5     0.7   1E+09
    LSL       100      95      81      56      28       9     2.5     4.5  -1E+09      91

ublot 1       100      99      90      70      38      16       5     5.1     0.2
ublot 2       100     100      89      64      36      15     5.5     4.9    0.29
ublot 3       100      99      85      63      36      15     5.6     4.8     0.3
ublot 4       100     100      92      68      41      17     5.7     5.2    0.22

  SUM X       400     398     356     265     151      63    21.8      20    1.01       0
 SUM X^2    40000   39602   31710   17589    5717     995   119.1   100.1  0.2625       0
 SAMPLES        4       4       4       4       4       4       4       4       4       0
  MEAN        100    99.5      89   66.25   37.75   15.75    5.45       5  0.2525       0
 ST. DEV        0  0.5773  2.9439  3.3040  2.3629  0.9574  0.3109  0.1825  0.0499       0
    Qu      1E+09   2E+09  1.3587  0.5296  -0.740  1.3055  3.3771  2.7386  8.9649   1E+09
    Ql      1E+09  7.7942  2.7174  3.1022  4.1262  7.0501  9.4881  2.7386   2E+10   1E+09
    Pu        100     100      96      68      25      94     100     100     100     100
    Pl        100     100     100     100     100     100     100     100     100     100
    Pt        100     100      96      68      25      94     100     100     100     100

ay Factor    1.05    1.05    1.04    0.97    0.00    1.04    1.05    1.05    1.05    1.00
tm Factor   0.347   0.347   0.343   1.940   0.000   3.120  10.500  26.250  15.750  40.000


COMPOSITE   0.986
AY FACTOR
```

A.C. ADJUSTMENT COMPUTATIONS

SECTION: Bridge Rd. - Old Oregon Trail

SPEC. NO.: SEC. 403

CONTRACT NO.: C10149

MIX CLASS: B" A.C.

BID ITEM: 27

ESTIMATE NO.: 18

WORK THROUGH: 7/5/87

MIXTURE PRICE DETERMINATION

LOT NO.	MIX FORMULA CEMENT % / 100	X	ASPHALT CEMENT BID PRICE PER TON	=	CEMENT PRICE PER TON OF MIXTURE	+	A.C. MIXTURE BID PRICE PER TON	=	MIXTURE PRICE PER TON
4	0.05		200		$10.00		20		$30.00

A. C. ADJUSTMENT COMPUTATIONS

LOT NO.	QUANTITY (TONS)	X	MIXTURE PRICE PER TON	X	(C.P.F. - 1)	=	ADJUSTMENT AMOUNT
4	2170.36		$30.00		-0.014		($911.55)
					TOTAL =		

C.P.F. = THE COMPOSITE PAY FACTOR

PREPARED BY________________________

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ate of Printout 08-Jul-87

TATISTICAL TESTING COMPUTATIONS   MIX DESCRIPTION:
                                                                 LOT #            5
ECTION:    Bridge Rd. - Old Oregon Trail      MIX DESIGN #: 87-4027  MIX CLASS:  Cl. "B" A.C.
ONTRACTOR:Mocon Corp.                         COUNTY:Umatilla        LIME (%) :
ROJECT MANAGER:  M. J. Gardner                CONT. #:        10149  PLANT TYPE: Batch

 ITEM NO.       1       2       3       4       5       6       7       8       9      10
  ITEM         1"    3/4"    1/2"    1/4"     #10     #40    #200   Asph.  Moist.   Comp.
  WEIGHT     0.33    0.33    0.33       2       4       3      10      25      15      40
   USL      1E+09   1E+09      93      68      36      17     6.5     5.7     0.7   1E+09
   LSL        100      95      81      56      28       9     2.5     4.7  -1E+09      91

ublot 1       100     100      89      63      35      13     4.3     5.1    0.12
ublot 2       100      99      90      69      33      12     4.2     5.3    0.23    90.2
ublot 3       100     100      91      68      33      13     5.3     5.2    0.24    91.7
ublot 4       100      98      88      64      33      13     4.8     5.3    0.22    91.2
ublot 5       100     100      93      66      33      12     4.2       5    0.06      91
ublot 6       100      98      88      61      32      13     4.8     5.2    0.04    92.2

  SUM X       600     593     539     391     196      75    27.5    31.5    0.83   548.7
  SUM X^2     ERR     ERR     ERR     ERR     ERR     ERR     ERR     ERR     ERR     ERR
  SAMPLES       6       6       6       6       6       6       6       6       6       6
  MEAN        100  98.833  89.833  65.166  32.666    12.5  4.5833    5.25  0.1383   91.45
  ST. DEV       0  0.9831  1.9407  3.0605  0.5163  0.5477  0.4578  0.1643  0.1008  0.8191
   Qu       1E+09   1E+09  1.6316  0.9257  6.4549  8.2158  4.1856  2.7386  5.5677   1E+09
   Ql       1E+09  3.8988  4.5514  2.9951  9.0369  6.3900  4.5498  3.3471   1E+10  0.5493
   Pu         100     100      98      82     100     100     100     100     100     100
   Pl         100     100     100     100     100     100     100     100     100      70
   Pt         100     100      98      82     100     100     100     100     100      70

ay Factor    1.05    1.05    1.04    1.01    1.05    1.05    1.05    1.05    1.05    0.95
tm Factor   0.347   0.347   0.343   2.020   4.200   3.150  10.500  26.250  15.750  38.000

 COMPOSITE  1.009
AY FACTOR
```

A.C. ADJUSTMENT COMPUTATIONS

SECTION: Bridge Rd. - Old Oregon Trail

SPEC. NO.: SEC. 403

CONTRACT NO.: 10149

MIX CLASS: Cl. "B" A.C.

BID ITEM: 27

ESTIMATE NO.: 18

WORK THROUGH: 7/5/87

MIXTURE PRICE DETERMINATION

LOT NO.	MIX FORMULA CEMENT % / 100	X	ASPHALT CEMENT BID PRICE PER TON	=	CEMENT PRICE PER TON OF MIXTURE	+ A.C. MIXTURE BID PRICE PER TON	=	MIXTURE PRICE PER TON
5	0.052		200		$10.40	20		$30.40

A. C. ADJUSTMENT COMPUTATIONS

LOT NO.	QUANTITY (TONS)	X	MIXTURE PRICE PER TON	X	(C.P.F. - 1)	=	ADJUSTMENT AMOUNT
5	3128.54		$30.40		0.009		$855.97
					TOTAL	=	

C.P.F. = THE COMPOSITE PAY FACTOR

PREPARED BY______________________________

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ate of Printout 08-Jul-87


TATISTICAL TESTING COMPUTATIONS   MIX DESCRIPTION:
                                                                        LOT #              6
ECTION:    Bridge Rd. - Old Oregon Trail       MIX DESIGN #: 80-4027   MIX CLASS:   Cl. "B" A.C.
ONTRACTOR:Mocon Corp.                          COUNTY:Umatilla         LIME (%) :
ROJECT MANAGER:   M. J. Gardner                CONT. #:        10149   PLANT TYPE: Batch

 ITEM NO.        1       2       3       4       5       6       7       8       9      10
  ITEM          1"    3/4"    1/2"    1/4"     #10     #40    #200   Asph.  Moist.   Comp.
 WEIGHT       0.33    0.33    0.33       2       4       3      10      25      15      40
   USL       1E+09   1E+09      93      68      36      17     6.5     5.7     0.7   1E+09
   LSL         100      95      81      56      28       9     2.5     4.7  -1E+09      91

ublot 1        100     100      93      69      34      13     4.5     5.3    0.27    90.4
ublot 2        100     100      88      61      31      12     4.5     4.8    0.17    92.9
ublot 3        100     100      93      68      34      14     5.4     5.4    0.15    91.3
ublot 4        100     100      93      67      34      14     5.2     5.2     0.1    91.1
ublot 5        100     100      94      71      35      13     4.5     5.3    0.19    90.8
ublot 6        100      99      88      64      32      13     4.5     5.1    0.12    90.5
ublot 7        100     100      88      61      31      12     4.9     4.9    0.15      92
ublot 8        100      99      88      62      32      12     4.5     5.1    0.21    90.8
ublot 9        100      99      93      69      35      13     4.7     5.4    0.07    91.7
ublot 10       100      99      90      64      31      12     3.9     5.4    0.09    93.3
ublot 11       100     100      93      69      34      13     4.2     5.7    0.05    92.7

  SUM X       1100    1096    1001     725     363     141    50.8    57.6    1.57  1007.5
 SUM X^2    110000  109204   91157   47915   12005    1813   236.4  302.26  0.2669  92288.
 SAMPLES        11      11      11      11      11      11      11      11      11      11
  MEAN         100  99.636      91  65.909      33  12.818  4.6181  5.2363  0.1427  91.590
 ST. DEV         0  0.5045  2.5690  3.6181  1.6124  0.7507  0.4238  0.2540  0.0654  1.0113
   Qu        1E+09   2E+09  0.7784  0.5778  1.8605  5.5701  4.4399  1.8249  8.5163   1E+09
   Ql        1E+09  9.1895  3.8924  2.7387  3.1008  5.0857  4.9976  2.1111   2E+10  0.5842
   Pu          100     100      78      72      98     100     100      98     100     100
   Pl          100     100     100     100     100     100     100     100     100      72
   Pt          100     100      78      72      98     100     100      98     100      72

ay Factor     1.05    1.05    0.97    0.93    1.04    1.05    1.05    1.04    1.05    0.93
tm Factor    0.347   0.347   0.320   1.860   4.160   3.150  10.500  26.000  15.750  37.200


 COMPOSITE   0.996
AY FACTOR
```

A.C. ADJUSTMENT COMPUTATIONS

SECTION: Bridge Rd. - Old Oregon Trail

CONTRACT NO.: 10149

BID ITEM: 27

SPEC. NO.: SEC. 403

MIX CLASS: Cl. "B" A.C.

ESTIMATE NO.: 18

WORK THROUGH: 7/5/87

MIXTURE PRICE DETERMINATION

LOT NO.	MIX FORMULA CEMENT % / 100	X	ASPHALT CEMENT BID PRICE PER TON	=	CEMENT PRICE PER TON OF MIXTURE	+ A.C. MIXTURE BID PRICE PER TON	=	MIXTURE PRICE PER TON
6	0.052		200		$10.40	20		$30.40

A. C. ADJUSTMENT COMPUTATIONS

LOT NO.	QUANTITY (TONS)	X	MIXTURE PRICE PER TON	X	(C.P.F. - 1)	=	ADJUSTMENT AMOUNT
6	5181.26		$30.40		-0.004		($630.04)
					TOTAL	=	

C.P.F. = THE COMPOSITE PAY FACTOR

PREPARED BY____________________________

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

In Reply Refer to
File No.:

July 8, 1987

Robert D. Morrow, Jr., President
Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
10149

Re: Bridge Road-Old Oregon Trail
FAP No. I-82-1(8)07
Contract No. 10149
EEO/MBE Compliance Review

As a result of the EEO/MBE compliance review of the subject project held in Hermiston, Oregon and conducted on June 24, 1987, by the Oregon State Highway Division's Office of Contract Compliance, it is our determination that you are not in compliance with your equal opportunity requirements and that good faith efforts have not been made to meet your equal opportunity requirements in the following areas:

1. Underutilization of female operators (3.19%), female carpenters (3.54%), female teamsters (1.21%), and minority cement masons (0%).

2. You failed to provide sufficient documented good faith efforts to meet on-site work force goals where new hire opportunities occurred.

3. You have not formulated systematic recruitment efforts and disseminated them to the job superintendents. Oral and written communications have not consistently been made with female and minority organizations.

4. You have not contacted or communicated with the Department's MBE/OJT Supportive Services contractor in an effort to employ minorities in the cement masons craft and females in the operators, carpenters and teamsters crafts.

5. No established procedure exists to inform key people about the firm's progress toward achievement of contract work hours employment goals. The Monthly Employment Utilization Reports (CC257's) are not consistently disseminated to the persons responsible for hiring.

6. Employees are not aware of Mocon's EEO policy and EEO meetings are not regularly held with employees.

7. You have failed to provide On-the-Job Training to a female cement mason as outlined in the approved training plan and to which you committed yourself.

Your failure to take the contractually-required affirmative action has contributed to the unacceptable level of minority and female employment in your operations, particularly in the semiskilled and skilled categories of employees.

Contract special provisions provide that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. Your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference at your Salem office at 10:30 a.m., Monday, July 20, 1987, for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Title 23, USC 140. In addition, all payments due under this contract will be withheld until you respond with an acceptable corrective action plan.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal-aid highway construction contracts or subcontracts which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by the Department of Transportation may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to: R.L.S. Catalani, Department of Transportation, Highway Division, Construction Section, Transportation Building, Salem, Oregon 97310, (503) 378-6314.

Under ORS 279.037 (1) (d), "a public contracting agency may disqualify any person as a bidder on a public contract if the agency finds ... the person has repeatedly breached contractual obligations to public and private contracting agencies". (An attorney general's opinion states that two or more offenses are considered to be "repeatedly".) We consider your conduct under this contract and as described in this letter to be a breach of contract. Any future breach of contract would subject your firm to being disqualified under the above-stated statute.

Larry Rulien
State Highway Engineer

Enclosure - Conciliation Agreement

bc: Dale E. Wilken
W. E. Schwartz
Jack Sollis
Commission Services
C. O. Fredrickson
R.L.S. Catalani

07074m

SAMPLE CORRECTIVE ACTION PLAN

Commitment #1 To use recruiting sources to recruit minority and female employees.

On ____(Date)____ we contacted two firms, S. Brooks and Associates, Inc. and Dislocated Workers Project (Mt. Hood Community College). Results are as follows: ____

____

On ____(Date)____ we posted a letter, encouraging our current employees to notify us of any minorities or females who may be available for future job openings.

Commitment #2 Document efforts to recruit minorities.

On ____(Date)____ we started a file of job applications both for minorities and females separate from our batch applications.

Further, we have started a file specifically to document our recruiting efforts. Anytime we contact a recruiting source, advertise for a new hire, Etc.; we put a note in this file.

Commitment #3 Make specific efforts to hire minorities in the laborer classification and minorities and women in the teamster and operator classifications.

In an effort to come into compliance in the teamster and operator classes we are training a female operator and a minority teamster. Training started ____(Date)____ . As we have new hire positions come available in the teamster and operator classes we will use our recruiting sources in an attempt to hire qualified minorities and females.

Commitment #4 Familiarize our staff with the Affirmative Action Requirements of Contract Special Provisions.

On ____(Date)____ we had an EEO meeting with our staff and hiring personnel. We plan to continually keep our staff and especially our hiring personnel abreast of EEO requirements and areas we may be deficient in meeting percentage goals.

Commitment #5 Reporting during corrective action time period.

We will submit a monthly CC-257 for the months of ______________, ______________, ______________. A listing of new hires by name, sex, ethnic origin, date employed and/or date of discharge will also be furnished by the 10th of each month.

JLW:sc

03131s

CONCILIATION AGREEMENT

Subsequent to Show Cause Notice -

If, at any time in the future, Oregon State Highway Division (OSHD) believes that ______________________________ has violated any portion of this agreement, ______________________________ shall be promptly notified of that fact in writing. This notification shall include a statement of the facts and circumstances relied upon in forming that belief. In addition, the notification shall provide ____________________ ______________________ with 15 days to respond in writing except where Oregon State Highway Division alleges that such delay would result in irreparable injury. It is understood that enforcement proceedings for violation of this agreement may be initiated at any time after the 15 day period has elapsed (or sooner if irreparable injury is alleged) without issuance of a Show Cause Notice.

It is recognized that where Oregon State Highway Division believes that the contractor has breached the conciliation agreement, evidence regarding the entire scope of ______________________________ alleged non-compliance which gave rise to the Show Cause Notice from which the conciliation agreement resulted, in addition to evidence regarding __________ ______________________________ alleged violation of the conciliation agreement, may be introduced at the enforcement proceeding.

It is further recognized that liability for violation of this agreement may subject ______________________________ to sanctions as set forth under law.

______________________________ ______________________________

Contractor's signature Date

CONTRACT COMPLIANCE REVIEW
REGION 10

STATE OR

DATE OF REVIEW 06-24 87

1. REVIEW GUIDELINES

X 23 USC 140
X FORM PR-1273
X 49 CFR 23
X EO 11246, AS AMENDED
X 41 CFR 60-1.4
X 41 CFR 60-4

2. TYPE OF REVIEW

X ORIGINAL REVIEW
___ FOLLOW-UP REVIEW
___ CONSOLIDATED REVIEW
___ OTHER

FY 87-05

3. CONTRACT NUMBER 10149
I-82-1(8) 07

4. DOLLAR AMOUNT OF CONTRACT
$5,823,302.10

5. NAME AND ADDRESS OF CONTRACTOR
Mocon Corporation
PO Box 3253
Salem OR 97302

6. CONTRACTOR IDENTIFICATION

X PRIME
___ SUB
___ SUPPLIER
___ OTHER

7. NAME AND TITLE OF COMPANY OFFICER
Robert D. Morrow, Jr
President

8. NAME AND TITLE OF EEO OFFICER
Wade Wakayama
EEO Officer

9. PROJECT ADDRESS
Bridge Road - Old Oregon Trail
Hermiston Oregon

10. NAME AND TITLE OF PROJECT OFFICER
Cliff Toney
Job Supervisor

11. CONTRACT SCHEDULE
BEGINNING DATE: February 1986
ESTIMATED COMPLETION DATE: October 1987

12. DETERMINATION OF COMPLIANCE STATUS:

☐ IN-COMPLIANCE ☒ IN-NON-COMPLIANCE ☒ FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND DETAILS, ITEM 18

13. MINORITY BUSINESS (MBE)/WOMAN-OWNED BUSINESS (WBE) PARTICIPATION

NAME AND TITLE OF MBE OFFICER
Wade Wakayama/Beverly Hoover
EEO Officer

MBE GOAL IN CONTRACT 10 %
WBE GOAL IN CONTRACT 2 %

TOTAL MBE PARTICIPATION $ 641,589 (11.02 % OF TOTAL CONTRACT)
TOTAL WBE PARTICIPATION $ 142,180 (2.44 % OF TOTAL CONTRACT)

THE PRIME CONTRACTOR IS A:

☒ MAJORITY FIRM ☐ MBE ☐ WBE

OTHER COMMENTS:

Three (3) DBE firms and two (2) WBE firms were used to meet contract goals. Barricade Brokers is indicated as a WBE in item 14 but is not calculated in the WBE participation (above) because the firm was not certified as a WBE at the time the contract was awarded.

14. LIST SUBCONTRACTORS AND SUPPLIERS BELOW.

NAME	SUBCONTRACT/SUPPLIER	MBE/WBE	DOLLAR AMOUNT OF CONTRACTS
Pro-cut	Subcontract		4,000
Knerr & Taft Construction Co	Subcontract		34,704
Foress Sign Company	Subcontract		19,319
Dirt & Aggregate Interchange	Subcontract	DBE	28,197
Dixon Bros.	Subcontract		17,020
Barricade Brokers, Inc	Subcontract	WBE	6,500
Blue Mountain Paving Co	Subcontract		608,664
Smith Co., Inc	Subcontract	DBE	584,635
Tri-J Steel	Subcontract		117,461.25
Waco Scaffold & Equipment Co, Inc	Subcontract		100,000
Walt's Concrete	Subcontract	WBE	34,180
Yurok Construction	Subcontract	DBE	28,757
Aichele Landscaping	Subcontract	WBE	108,000

15. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

UNION TITLE OR IDENTIFICATION	UNION LOCAL NUMBER	DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS?		DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS?		DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS?	
A	B	C		D		E	
		YES	NO	YES	NO	YES	NO
N/A							

OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
See attached list	

15 A.

Ruth Tias
Confederated Tribe of Umatilla Indian Reservation
P. O. Box 638
Pendleton, OR 97801

Oregon Human Development Corp.
P. O. Box 23937
Tigard, OR 97223

Sam Brooks Agency
3575 NE Broadway
Portland, OR 97232

State of Oregon Employment Division
405 N. First
P. O. Box 749
Hermiston, OR 97838

Urban Indian Council
1115 SE Morrison
Portland, OR 97214

Urban League of Portland Employment Services
10 North Russell Street
Portland, OR 97227

16. MINORITY GOAL 3.6 **%**

REPORTING PERIOD 2/86 - 5/87

FEMALE GOAL 6.9 **%**

COVERED AREA Umatilla

ANTICIPATED PEAK EMPLOYMENT DATE June 1987

NUMBER OF EMPLOYEES 18

ANALYSIS OF EMPLOYMENT DATA:

CRAFT	TOTAL HOURS	MINORITY HOURS	MINORITY PERCENT	FEMALE HOURS	FEMALE PERCENT
Operators	26,558.75	1,069.5	4.02%	848.75	3.19%
Laborers	5,976.50	1,445.5	25.1 %	693.50	11.6 %
Carpenters	13,681.00	1,230.5	9.36%	484.0	3.54%
Teamsters	11,323.00	513.5	4.58%	137.50	1.21%
Cement Masons	1,710.00	-	-	132.50	7.75%

U. S. DEPARTMENT OF LABOR
Employment Standards Administration, OFCCP

MONTHLY EMPLOYMENT UTILIZATION REPORT

This report is required by Executive Order 11246, Sec. 203. Failure to report can result in contracts being cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts of federally assisted construction contracts.

1. COVERED AREA (SMSA OR CA): Umatilla

2. EMPLOYERS I.D. NO: 93-0686548

CURRENT: MINORITY 3.6% FROM 3/[illegible]/87 FEMALE 6.9% TO 5/2/87

Contract #10149
Old Oregon Trail/Umatilla
MOCON JOB 153/154/312

NAME AND LOCATION OF CONTRACTOR
Mocon Corporation
P.O. Box 3258
Salem, Oregon 97302

Revised Report

FEDERAL FUNDING AGENCY

6. WORK HOURS OF EMPLOYMENT (Federal & Non-Federal)

5. CONSTRUCTION TRADE	Classifications	6a. TOTAL ALL EMPLOYEES BY TRADE M	6a. F	6b. BLACK (Not of Hispanic Origin) M	6b. F	6c. HISPANIC M	6c. F	6d. ASIAN OR PACIFIC ISLANDERS M	6d. F	6e. AMERICAN INDIAN OR ALASKAN NATIVE M	6e. F	7. MINORITY PERCENTAGE	8. FEMALE PERCENTAGE	9. TOTAL NUMBER OF EMPLOYEES M	9. F	10. TOTAL NUMBER OF MINORITY EMPLOYEES M	10. F
OPERATORS	Journey worker	1545.5				85				-0-				10		1	
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL	1545.5				85				-0-		.1%		10		1	
LABORERS	Journey worker	8.0												1			
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL	8.0												1			
CARPENTERS	Journey worker	1116.0												7			
	APPRENTICE																
	TRAINEE		79.5												1		
	SUB-TOTAL	1116.0	79.5										6.6%	7	1		
CEMENT MASONS	Journey worker	257.0												2			
	APPRENTICE																
	TRAINEE		40.0												1		
	SUB-TOTAL	257.0	40.0										13.5%	2	1		
TRUCK DRIVERS	Journey worker																
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL																
TOTAL JOURNEY WORKERS		2926.5												20		1	
TOTAL APPRENTICES																	
TOTAL TRAINEES			119.5														
GRAND TOTAL		2926.5	119.5			85						[illegible]	3.9%	2[illegible]	2	1	

11. COMPANY OFFICIAL'S SIGNATURE AND TITLE
Beverly J. Hoover
Payroll Bookkeeper

12. TELEPHONE NUMBER (include area code)
503-399-1470

13. DATE SIGNED
7 2 87

PAGE ____ OF ____

APPROVAL NO. 44 R1396

17. TRAINING PROGRAM INFORMATION:

NUMBER OF TRAINING POSITIONS ASSIGNED IN CONTRACT four (4)

The contractor requested two (2) carpenter and two (2) operator trainee positions on January 3, 1986.

Refer to attached sheets for additional information.

18. ADDITIONAL INFORMATION AND OBSERVATIONS

YES	NO	
X		1. REQUIRED POSTERS CONSPICUOUSLY DISPLAYED? See number 1 below
N/A		2. REQUIRED WRITTEN NOTICES AND COMPANY'S EEO POLICY SENT TO UNIONS?
X		3. VERIFICATION OF NON-SEGREGATED FACILITIES?
X		4. REVIEW OF COMPANY'S MANAGERS, SUPERVISORS, AND LEAD PERSONNEL FOR COMPLIANCE WITH EEO RESPONSIBILITIES?
X		5. REQUIRED REPORTS SUBMITTED?
X		6. REVIEW OF SUBCONTRACTORS, SUPPLIERS, ETC., REPORTING AND EMPLOYMENT REQUIREMENTS?
X		7. ANY PRIOR COMPLIANCE REVIEWS? DETERMINATIONS? VCAP 1-7-86; noncompliance 9-7-86
	X	8. COMMUNITY RELATIONS, PUBLICATIONS, NOTICES, MEETINGS?

1. Wage rates were not posted at the job shack. Contractor was instructed that this is required.

2. Contractor does not communicate with job superintendents regarding the EEO contract requirements. The job superintendents do not monitor goal attainment and are not aware of compliance or noncompliance.

17. TRAINING PROGRAM INFORMATION:

An additional position, a cement mason trainee, was approved on February 4, 1987. Following is a list of all trainees on the subject project:

Name	Craft	Sex/Race	Date Hired	Date Terminated	Total Hours
J. Adan Espinoza	Carpenter	M/Hisp.	3/2/86	12/27/86	1044
Mary McKamey	Operator	F/Indian	3/30/86	4/16/86	95.5
Beverly Weitzel	Operator	F/Cauc.	5/4/86	6/20/86	105.5
Jo Lanning	Operator	F/Cauc.	4/20/86	6/5/86	150
Deanna Davison	Operator	F/Cauc.	4/13/86	5/2/86	75.0
Brenda Packard	Cement Mason	F/Cauc.	1/13/87		132.5
Debra Brock	Carpenter	F/Cauc.	11/24/86		480.0
Kiyoko Eastman	Operator	F/Asian	5/11/87	5/30/87	185.5

Mr. Espinoza completed his training on December 27, 1986, as a carpenter trainee. He subsequently left employment with Mocon.

Ms Brock is currently working as a carpenter trainee as confirmed in an on-site interview on June 24, 1987.

Ms Packard has completed only 132.5 hours of training in the cement mason craft. She has been utilized in the laborer craft as a flagger and paid at the higher cement mason rate. In discussions with the project supervisor, apparently not enough hours are available in the cement mason craft for Ms Packard to complete the specified 1,000 hours of training. It was later learned that the training plan for Ms Packard was submitted with this information available. The project supervisor is currently researching the possibility of revising Ms Packard's training program to that of a laborer. The contractor is being found to be deficient in the failure to provide on-the-job training as outlined in the committed training plan.

Ms Eastman was transferred to Eugene and is working for Mocon on another job there.

19. FINDINGS AND RECOMMENDATIONS

See attached sheet.

20. CONDUCTED BY:

☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE
☐ B. DIVISION OFFICE	SIGNATURE, TITLE AND DATE EEO, MBE & Labor Compliance Manager
☐ C. STATE	SIGNATURE, TITLE AND DATE EEO, MBE & Labor Compliance Officer

21. REVIEWED BY:

☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
☐ C. DIVISION	☐ CONCUR	☐ DO NOT CONCUR	

19. FINDINGS AND RECOMMENDATIONS:

1. EEO/MBE contract compliance reviews were conducted on the following projects with noted deficiencies and dates:

DATE	CONTRACT NUMBER	NOTED DEFICIENCIES
1/7/86	9928	VCAP Laborers - females (4.1%); minorities (1.5%) Operators - females (0%)
9/7/86	9928	Noncompliance Laborers - females (5.6%); minorities (2%) Operators - females (0%)
9/16/86	10120	Noncompliance Operators - females (0%); minorities (0%)
9/18/86	10285	Noncompliance Operators - females (0%)

At the time of the subject review, the contractor was found to be deficient in the utilization of female operators (3.19%), carpenters (3.54%) and teamsters (1.21%); as well as minority cement masons (0%).

2. The contractor had the following new hire opportunities in the following crafts during the reporting period:

Operators

24 total new hire opportunities
- 17 filled by caucasian males
- 4 filled by minority males
- 2 filled by caucasian females
- 1 filled by minority female

Carpenters

5 total new hire opportunities
- 3 filled by caucasian males
- 1 filled by caucasian female
- 1 filled by minority female

Teamsters

4 total new hire opportunities
- 1 filled by caucasian male
- 2 filled by minority males
- 1 filled by caucasian female

Cement Masons

3 total new hire opportunities
    2 filled by caucasian males
    1 filled by caucasian female

3. Documented good faith efforts occurred at the beginning of the project (January 31, 1986) through April 8, 1986. No other documented good faith efforts were made or available for review. Following is a list of efforts made by the contractor.

Date	Recruitment Source	Hiring Opportunity
1/31/86	Umatilla Indian Reservation Oregon Human Dev. Corp. S. Brooks & Assoc. Employment Division Urban Indian Council Urban League of Portland	Laborers, Carpenters, Equipment Operators, Flaggers
1/12/86	Carol Barber (Urban Indian Council) S. Brooks & Assoc. (Randy) Skip Collier	2 Carpenters
2/11/86	S. Brooks Ruth Tias	Euclid Belly Dump Operator
2/12/86	Carol Barber	OJT Carpenters, Operators, Laborers, Flaggers
3/25/86	Carol Barber	Euclid Belly Dump and Oiler Operator
4/8/86	Carol Barber	5 Scraper & Dozer Operators

When Robert Morrow (president of Mocon) contacted Carol Barber on February 12, 1986, Carol gave Mr. Morrow 14 applications to review. No results were documented. On March 25, 1986, as a result of Carol Barber's referral, Don Campbell, Native American, was hired for the Euclid Belly Dump and Oiler Operator position.

Subsequent to the above documented efforts, six Operators, three Carpenters, one Teamster and two Cement Masons (all caucasian males) were hired with no documented good faith efforts to employ minorities and/or females in these noted crafts.

4. Employee interviews were conducted on-site with the following individuals on June 24, 1987:

Bill Mandrell, Native American, Laborer

Mr. Mandrell related he is a descendent of the Chickasaw tribe and produced his tribal enrollment card which confirmed his tribe affiliation and his blood degree (1/4). He stated he has worked for Mocon for four years but does not know who the project EEO officer is and is not aware of EEO meetings being held.

Julian Shippentower, Native American, Operator

Mr. Shippentower related he is a descendent of the Cayuse/Walla Walla tribe and produced his tribal enrollment card confirming his tribal affiliation. Mr. Shippentower was readily identifiable. He stated he has been employed by Mocon for 1-1/2 years but does not know who the project EEO officer is and is not aware of EEO meetings being held.

Randy Iott, Native American, Operator

Mr. Iott stated that he is not enrolled or affiliated with a tribe. He stated he believed he is a descendent of a tribe in Yuba, California. Mr. Iott did not visually appear to be of Indian descent. He stated he had been employed by Mocon since February 1984 and does not know who the project EEO officer is and stated he attended an EEO meeting about two years ago.

Debra Brock, Caucasian Female, Carpenter Apprentice

Ms Brock stated she has been employed by Mocon since November 1986. She does not know who the project EEO officer is and has never attended an EEO meeting.

Beverly Hoover of Mocon was instructed to resubmit amended CC257's omitting Randy Iott's hours from the Operator craft because Mr. Iott does not meet the criteria of a Native American.

5. The following individuals attended this EEO/MBE contract compliance review:

   - Clifford L. Toney, Job Supervisor, Mocon Corp.
   - Larry R. Lewter, Project Manager's, Office, OSHD
   - Darbie Whitehead, Project Manager's Office, OSHD
   - Lisa Bolliger, Contract Compliance, OSHD
   - Kathy Williams, Contract Compliance, OSHD

RECOMMENDATIONS

Issue a 30-day show cause notice based on the following deficiencies:

1. Underutilization of female operators (3.19%), female carpenters (3.54%), female teamsters (1.21%), and minority cement masons (0%).

2. The contractor was unable to provide sufficient documented good faith efforts to meet on-site work force goals where new hire opportunities occurred.

3. No systematic recruitment efforts have been formulated by the contractor and disseminated to the job superintendents. Oral and written

communications have not consistently been made with female and minority organizations.

4. The contractor did not contact or communicate with the Department's MBE/OJT Supportive Services contractor in an effort to employ minorities in the cement masons craft and females in the operators, carpenters and teamsters crafts.

5. No established procedure exists to inform key people about the firm's progress toward achievement of contract work hours employment goals. The Monthly Employment Utilization Reports (CC257's) are not consistently disseminated to the persons responsible for hiring.

6. Employees are not aware of Mocon's EEO policy and EEO meetings are not regularly held with employees.

7. The contractor failed to provide On-the-Job Training to a female cement mason as outlined in the approved training plan and which was committed to by the contractor.

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
JUN 11 '87
REFER TO [illegible]

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 5	COUNTY Umatilla	DIVISION Oregon

Cj 6/16

IN COMPANY WITH
Mike Gardner, Project Manager; OSHD

DATE OF INSPECTION 5/21/87	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. I-82-1(8)07

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED CDC 10/3/87 %	WORK COMPLETED 64 %

RIDGE ROAD - OLD OREGON TRAIL SECTION
MC NARY HIGHWAY
Grading, Paving, Structures & Signing

5

Work Complete:

Grading	72 % Complete
Base	72 % Complete
Paving	40 % Complete
Structures	60 % Complete

Work in Progress:

Blue Mountain Asphalt Co. subcontracted the AC paving work on this project. At the time of the inspection they were paving the Westland Rd. undercrossing. Two small areas of the previous day's paving appeared very rough and had been rejected by the project inspector. They were being removed at the time of the inspection. The contractor's quality control technician has been getting lower results on the percentage passing the ¼" sieves than the State's acceptance sample results. It was noted that generally the contractor's quality control technician was pulling a sample from the trucks. The State's first check test (Independent Assurance Test) supported the State's gradation results very well including the percentage passing the ¼" sieve. An additional check sample has been taken, however, the results were not available at the time of the inspection.

For compaction of the asphaltic concrete, the contractor had elected to use a rubber tired roller for breakdown followed by two passes with a vibratory roller and finished with a static steel wheel.

Currently the contractor is working on Lot No. 6 which had six sublots at the time of the inspection. Pay factors for Lots No. 1 thru 6 are as follows: 1.036, 1.001, 1.030, 0.986, 1.028 and 0.970 respectively.

The contractor was excavating on the overcrossing ramp at I-84 and hauling the material north to construct fills between the railroad structure and I-84. The excavation material is predominantly river gravels with some oversize. The contractor was utilizing the vibratory compactor in the embankment construction.

The contractor is working on all structures which are in various stages of completion. He was forming the superstructures for the railroad undercrossing structure and forming end bents for the I-84 overcrossing structures.

This project appears to be progressing satisfactorily.

Form FHWA-1446A
(Rev. 2-84)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-82-1(8)07

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 13 '87
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE January 13, 1987

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER 70

10. GENERAL LOCATION:

Bridge Road - Old Oregon Trail Highway Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 3/2/87, this will confirm the approval date of 1/13/86 contingent upon modification of Project Agreement if additional funds are required for the cost overrun for the relocation of aerial power distribution line facilities on an actual cost basis total of $11,265.45; Federal Funds $10,389.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 3/11/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TATE HWY ENGR
MAR 5 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

March 2, 1987

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

NOTED
E S HUNTER

SUBJECT: Cost Overrun
Aerial Power Distribution Line Relocation
Umatilla Electric Cooperative Association
Old Oregon Trail Hwy. Interchange
Bridge Road- Old Oregon Trail Hwy. Section
McNary Highway (I-82)
Umatilla County
Project No. I-IR-82-1(8)07

Reference is made to my letter of January 22, 1986, which submitted an estimate of cost for the relocation of Umatilla Electric Cooperative Association's aerial power distribution line facilities and to your Letter of Approval and/or Authorization, dated February 5, 1986, which approved participation in the estimated cost of $6,851.00. Copies of my letter and your PR-1240 are attached.

The relocation of the power line facilities has been completed and a final billing of cost, in the amount of $11,265.45, received. The final cost of $11,265.45 exceeds the estimated cost of $6,850.33 by $4,415.12 or 64.45%. The Association in a letter dated September 11, 1986, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Umatilla Electric Cooperative Association has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $11,265.45 is requested.

JMC:jkh
attach.

cc: E. S. Hunter
J. M. Cartwright
Randi Kobernik
Rose Wickham

10.149

General Contractors
Ph. (503) 963-5226

WEAVER
CONSTRUCTION
COMPANY

P. O. Box 428
La Grande, Oregon 97850

10.149

September 26, 1986

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Attn: Robert D. Morrow, Jr.

Dear Robert:

We are sending you a tru and accurate billing as requested.

1. Barriers you hauled - 3 truck hours @ $50/hr = $150.00 credit

2. We did not rent or use your roller.

3. We are in agreement on the scale rent.

BILLING

1.	17 concrete barriers	$1,700.00
	credit truck haul	(150.00)
2.	Roller rent	$1,290.00
3.	Scale rent	$2,000.00
	Total monies due	$4,840.00

Please send the money as promised.

Sincerely,

WEAVER CONSTRUCTION COMPANY

Paul C Wolf

Paul C. Wolf
Engineer

cc: Robert Gormsen
Commission Services
File

RECEIVED
OCT 02 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]
[illegible] claim filed

MOCON CORPORATION

September 9, 1986

10, 1119

Mr. [illegible]
[illegible] Construction Company
[illegible]
[illegible] 37150

Dear [illegible]:

[illegible] to get your money is to send me [illegible] billing.

1. [illegible] 17 concrete barriers to [illegible].

2. [illegible] is probably okay, but please [illegible] the [illegible] weeks you had my roller [illegible] project which I had not billed [illegible] knew the job was going bad and [illegible] out. The rental rate is about $1,[illegible] per week for a total of $6,000.00

3. [illegible] agreed to $2,000.00 for rental of the [illegible] one month.

[illegible] corrected bill and I will pay the [illegible] received.

Sincerely,

Mocon Corporation

Robert D. Morrow, Jr.
President

cc: Robert Gormsen
Commission Services

✓

RECEIVED
SEP 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response rec. claim filed

CL 1986-0277

10,1[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - 10,149

September 4, 1986

Weaver Construction Company
P. O. Box 428
La Grande, OR 97850

Attention: Paul C. Wolf
Engineer

We have received your letter dated August 29, 1986, with attached invoice filing a claim against the following Highway Division contract:

FILED BY:	Weaver Construction Company
AMOUNT:	$4,990
FOR:	Equipment rental
AGAINST (PRIME CONTRACTOR)	Mocon Corporation
CONTRACT NO:	10,149
PROJECT:	Bridge Road-Old Oregon Trail Highway Section, McNary Highway, Umatilla County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
9-9-86 a

George Bell
Assistant Director

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

RECEIVED
SEP 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Ph. (503) 963-5226

WEAVER CONSTRUCTION COMPANY

P. O. Box 428
La Grande, Oregon 97850

August 29, 1986

Robert W. Gormsen
Manager of Commission Services
121 Transportation Building
Salem, Or. 97310

Re: Oregon State Highway Dept. Contract

Dear Mr. Gormsen:

We would like to file a claim for payment of equipment rental (truck scales, roller, concrete barricades) against Mocon Corp. Copy of billing to Mocon Corporation in the amount of $4,990.00 is enclosed. Mocon has been contacted with regard to this matter on numerous occasions without response. We have been most patient in this matter but have no recourse but to protect our lien rights.

Thank you,

WEAVER CONSTRUCTION COMPANY

Paul C Wolf

Paul C. Wolf
Engineer

PCW/kb

cc: Mocon Corporation
File

Bridge Rd - Old One Trail
Project
#10,149

RECEIVED
SEP 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

WEAVER
CONSTRUCTION
COMPANY

La Grande, Oregon 97850

May 23, 1986

Mocon Corp.
Box 3258
Salem, OR. 97302

BILLING

As per agreement with Al Frye and Bob Morrow:

1.	17 concrete barricades - 12.5 long each 212.5 ft. at 8.00 per ft.	1700.00
2.	Roller rent - 43 hrs. @30.00 per hr.	1290.00

As per agreement with Jim Weaver and Bob Morrow:

1.	70' Truck SCALE rent	May 1, 1986 - June 30, 1986	2000.00
			$4990.00

RECEIVED
SEP 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH

M. Gardner, Project Manager, OSHD: and J. Klamerus, Trainee; FHWA

DATE OF INSPECTION 7-14-86	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. I-IR I-82-1(8)07

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. 10-3-87 %	WORK COMPLETED 42 %

BRIDGE ROAD - OLD OREGON TRAIL SECTION
MC NARY HIGHWAY
Grading, Paving, Structures and Signing

RECEIVED
STATE HWY ENGR
AUG 8 '86
REFER TO Fredrickson
FO
Info Inves R/D

cy 8/12

NOTED
W. E. SCHWARTZ

WORK COMPLETED

Grading	72 % Complete
Base	47 % Complete
Paving	33 % Complete
Structures	31 % Complete

WORK IN PROGRESS

Excavating for the Bent No. 2 footing on Bridge No. 16452.
Forming for wing walls on the railroad structures.

COMMENTS

The bridge deck on Westland Road had been poured the previous Wednesday. The Deck was being adquately cured.

Crossovers have been completed in preparation for the structure work on I-84. The present traffic pattern has two-way traffic in the eastbound lanes. The traffic control at the crossovers was reviewed and found to be adequate.

The grading work has essentially been completed to a point where further major grading will be dependent on completion of certain bridge work at the I-84 junction.

Superstructure work on the railroad structures has not begun because the railroad has not yet approved the contractor's work plan. Mr. Gardner indicated contacts have been initiated with the railroad in an effort to speed up the approval process. The railroad's review and approval time as noted in the specifications will expire soon.

- DBC -

Form FHWA-1446A
(Rev. 2-84)

STATE COPY

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Umatille	DIVISION Oregon

IN COMPANY WITH: M. Gardner, Project Manager, OSHD

DATE OF INSPECTION 5/7/86	INSPECTION MADE BY David B. Carter, Area Engineer, FHWA	PROJECT NO. I-82-1(8)07

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See below%	WORK COMPLETED 22 %

Bridge Road – Old Oregon Trail Section
McNary Highway
Grading, Paving, Structures, & Signing

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 15 '86
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

5/19

Work Completed

Grading	35 percent complete
Base	15 " "
Structures	8 " "

Work in Progress

Grading throughout the project. Pouring concrete for the west abutment wall and Bent No. 2 pier cap at the Westland Road Interchange. Stripping forms at Bent No. 5 (west abutment) on the northbound-eastbound ramp structure.

Comments

The contract time for this project has a specified completion date of October 31, 1987. The present rate of progress indicates that the work can be completed within this date, therefore the progress of the work has been listed as satisfactory.

Approximately 1/3 of the earthwork has been completed. The embankment material for this project is an excellent quality gravel. Embankment compaction is being monitored under Section 203.41(b), Deflection Basis of Determination, as the materials are not susceptible to testing for density as provided for under sub section (a-1) of this section. Checks are frequently being made to provide for continuing documentation of this test method.

The footings for Bents Nos. 2, 3, and 4 of the NB-EB ramp structure were detailed too high on the plans by an amount equal to the depth of the footing. Bent No. 3 was constructed at the higher elevation. This condition has been reviewed both in the field and by the Bridge Section and it has been found acceptable to leave Bent No. 3 as it has been constructed. Bents Nos. 2 and 4 will be lowered to the proper footing elevation. Provisions have been made in order that the column reinforcement steel for these columns can be used elsewhere on the project.

Traffic continues to use all four lanes of the freeway.

#######

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-82-1(8)07

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 13, 1986

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Bridge Road - Old Oregon Trail Highway Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 3/20/86, this will confirm the advance approval date of 1/13/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the aerial power transmission line facilities on an actual cost basis to be $55,185; Federal Funds $50,892.

The Agreement with Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 2 '86
REFER TO Potter
FOR
Info | Invest | R/E | D/R | Sign | Act | File

Orig. to
4/2

14. DATE 4/1/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (Rulien)

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION COPYCOPY SENT Oregon

IN COMPANY WITH

Ike Snell, Ass't Project Manager; OSHD

APRAPR 10 1986

DATE OF INSPECTION March 31, 1986	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. [illegible] I-82-1(8)07

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED SEE BELOW%	WORK COMPLETED 7 %

BRIDGE ROAD - OLD OREGON TRAIL SECTION
MC NARY HIGHWAY
Grading, Paving, Structures, & Signing

WORK COMPLETED

Grading	17% Complete
New security fence	90% Complete

The retaining walls along the railroad and the footings and columns for the Bents adjacent to the railroad for both the northbound and southbound railroad structures are in and backfilled.

WORK IN PROGRESS

Grading on the southbound road bed.

COMMENTS

The Department of the Army has allowed the contractor to begin some grading work within the military depot prior to full completion of the new security fence. It is expected that the fencing will be complete this week.

The contractor has proposed for use, a borrow site located on private property outside the southeast quadrant of the new Westland Road Interchange. The source has been approved for use. Some material has already been used from the source. The borrow material appears to be an excellent quality gravel and should be well suited for embankment purposes. It is estimated that approximately 500,000 cy of material may come from this source.

RECEIVED
STATE HWY ENGR
APR 11 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ 4/14

Form FHWA-1446A
(Rev. 2-84)

Some embankment has been placed by the contractor to a point near the present westbound shoulder of I-84. The contractor is in the process of placing a suitable barrier along the shoulder at this location.

The contractor has proposed that Bent No. 3 footing and column for the Northbound - Eastbound Ramp structure be constructed under the present work stage. The project plans indicate the construction of this bent during a later stage. It appears that the construction of this bent during the present stage would be satisfactory if suitable traffic control and protection is made part of the work. This change should be formalized following the receipt of the contractor's written proposal.

This project contains a specified completion date of October 31, 1987. The progress of the project has been listed as satisfactory as it appears that the project will be completed within the specified completion date.

- DBC -

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 21 '86
REFER TO
In Reply Refer to
File No.
FOR

Info	Inves	R/D	D/R	Sign	Act	File

March 20, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Transmission Line Relocation
Umatilla Electric Cooperative Association
Bridge Road-Old Oregon Trail Hwy. Section
McNary Highway (I-82)
Umatilla County
Project No. I-IR-82-1(8)07

[illegible]

Here is a copy of an estimate of cost to adjust Umatilla Electric Cooperative Association's aerial power transmission line facilities dated March 4, 1986, and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to Association's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Association was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of transmission facilities.

There will be no betterment derived from the proposed adjustment of the Association's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 13, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $55,185.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Tom Carman

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-82-1(8)07

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3 FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 30, 1986

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Bridge Road - Old Oregon Trail Highway Section

11. GENERAL DESCRIPTION OF WORK

Correct 1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

The 1240 dated 3/4/86 on this project regarding the Agreement with Pacific Northwest Bell is corrected to read "approved on an actual cost basis".

RECEIVED
STATE HWY ENGR
MAR 13 '86
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
3/13

14. DATE 3/12/86

15. SIGNATURE OF APPROVING OFFICIAL G. K

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

March 7, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Buried Telephone Cable Relocation
Pacific Northwest Bell Telephone Company
Bridge Road-Old Oregon Trail Highway Section
McNary Highway (I-82)
Umatilla County
Project No. I-IR-82-1(8)07

Reference is made to Gary A. Potter's letter of February 19, 1986, which requested approval and authorization to proceed with the relocation of buried telephone cable facilities in conflict with the subject project. Paragraph 7, the last paragraph of the letter, erroneously requested approval of a lump sum agreement. Approval should have been requested for an actual cost agreement. Your PR-1240 dated March 4, 1986 granted approval on a lump sum basis. A copy of PR-1240 is attached for your information. Amendment of the PR-1240 to reflect reimbursement on an actual cost basis is requested.

JMC:jr
attach.

cc: E. S. Hunter
Gary A. Potter
Tom Carman

RECEIVED
STATE HWY ENGR
MAR 10 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-82-1(8)07

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 5 '86
REFER TO
Potter
FOR
Info [illegible] File

7. DATE AUTHORIZATION EFFECTIVE January 30, 1986

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Bridge Road - Old Oregon Trail Hwy Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 2/19/86, this will confirm the advance approval date of 1/30/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the buried telephone cable facilities on a lump sum basis estimated to be $8,511; Federal Funds $7,849.

The Agreement with Pacific Northwest Bell is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 3/4/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 19, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

RECEIVED
STAT. HWY ENGR
FEB 21 '86
REFER TO
FOR

Info	Invcs	R/D	J/R	Sign	Act	File

SUBJECT: Buried Telephone Cable Relocation
Pacific Northwest Bell Telephone Company
Bridge Road-Old Oregon Trail Hwy. Section
McNary Highway (I-82)
Umatilla County
Project No. I-IR-82-1(8)07

Here is a copy of an estimate of cost to relocate Pacific Northwest Bell Telephone Company's (PNB) buried telephone cable facilities dated January 31, 1986, and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to PNB's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, PNB was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-I, as the relocation involves a segment of distribution facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of PNB's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 30, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $8,511.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
T. G. Carman

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-82-1(8)07
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00125

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 6 '86
REFER TO Potter
FOR
Info | Invest | R/O | D/R | Sign | Act | File

Orig to
2/6

7. DATE AUTHORIZATION EFFECTIVE January 13, 1986
8. FEDERAL ROUTE NUMBER Interstate 82
9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:
Bridge Road - Old Oregon Trail Hwy Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (Specify) Utility Adjustment

13. REMARKS

As requested by Mr.Potter's letter dated 1-22-86 this will confirm the advance approval date of 1-13-86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the UECA aerial power transmission line facilities on an actual cost basis estimated to be $18,033; Federal Funds $16,630. This work is not eligible for "I" funds. It is eligible for "IR".

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 2/5/86
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 30, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Buried Telephone Cable Relocation
Pacific Northwest Bell Telephone Company
Bridge Road-Old Oregon Trail Hwy. Section
McNary Highway (I-82)
Umatilla County
Project No. I-IR-82-1(8)07

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Company (PNB) to proceed with the relocation of their buried telephone cable facilities in conflict with this project as of January 30, 1986 is requested. An estimate of cost is being prepared by PNB. Preliminary estimate of cost is $10,000. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
January 30, 1986 is approved

David B Carter
David B. Carter, Area Engineer

RECEIVED
STATE HWY ENGR
FEB 10 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JMC:jr

cc: E. S. Hunter ✓
D. L. Trout
Pete Gonzalez
Robert D. Hector
Mike Gardner
Tom Carman

Form 734-3122 cc

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

E. S [illegible] In Reply Refer to
File No.:

January 22, 1986

RECEIVED
STATE HWY ENGR

JAN 23 '86

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Transmission Line Relocation
Umatilla Electric Cooperative Association
Westland Road Interchange
Bridge Road-Old Oregon Trail Hwy. Section
McNary Highway (I-82)
Umatilla County
Project No. I-IR-82-1(8)07

Here is a copy of an estimate of cost to adjust Umatilla Electric Cooperative Association's (UECA) aerial power transmission line facilities dated December 16, 1985, and a sketch showing their proposed relocation.

A certification prepared by Thomas Carman as to UECA's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. UECA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of transmission facilities.

There will be no betterment derived from the proposed adjustment of the UECA's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 13, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $18,033.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Tom Carman

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 13, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
Umatilla Electric Cooperative Association
Bridge Road-Old Oregon Trail Hwy. Section
McNary Highway
Umatilla County
Project No. I-IR-82-1(8)07

No.
E. S.

Confirmation of your verbal authorization for Umatilla Electric Cooperative Association to proceed with the relocation of their aerial power line facilities in conflict with this project as of Janaury 13, 1986, is requested. The relocation work will be accomplished in three separate work projects. One estimate of cost has been received and the other is being prepared by the Association. Overall rough estimate of cost is $60,000. The first estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
January 13, 1986 is approved

David B. Carter

David B. Carter, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
Robert D. Hector
Mike Gardner
Tom Carman

December 9, 1985

CON 5 - 10,149

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,149 for work on the Bridge Road-Old Oregon Trail Highway Section of the McNary Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 Eighth Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Michael Gardner

MOCON CORPORATION

November 12, 1985

RECEIVED
NOV 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. Robert Gormsen
Department of Transportation
Transportation Building
Salem, Oregon

Project: Bridge Rd. - Old Oregon Trail Highway

Re: DBE Participation

cc Thomas Jones

Dear Mr. Gormsen:

The goals for this project are $582,330 for MBE and $116,466 for WBE. We intend to exceed these goals by utilizing the following subcontractors.

Smith Co. G.C. (MBE): $583,687
Salem, Oregon 503-581-5192

74.	Prestressed Bulb Tee Beams	56,250
75.	Prestressed Bulb Tee Beams	58,375
89.	Prestressing Steel	42,000
111.	Prestressing Steel	53,000
134.	Prestressing Steel	73,000
144.	Prestressed Bulb Tee Beams	19,500
145.	Prestressed Bulb Tee Beams	22,250
146.	Prestressed Bulb Tee Beams	45,600
157.	Prestressed Bulb Tee Beams	44,500
158.	Prestressed Bulb Tee Beams	49,800
14.	Removal of Structures & Obstructions (Fence)	390
55.	Type II Fence	24,516
56.	Special Security Fence	93,830.
57.	Special Double Gates	675

Walt's Concrete Co. (WBE): $44,118
Springfield, Oregon 503-746-3673

93.	Concrete Bridge Rail	9,045
115.	Concrete Bridge Rail	9,531
136.	Concrete Bridge Rail	12,690
148.	Concrete Bridge Rail	6,129
160.	Concrete Bridge Rail	6,723

Aichele Landscaping (WBE): $108,000
Portland, Oregon 503-654-8816

66.	Seeding, Fertilizing & Mulching	108,000

Please call if there are any questions. Thank you.

Sincerely,

Wade H. Wakayama

Wade H. Wakayama

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: October 18, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. 1204

SUBJECT: Bridge Road - Old Oregon
Trail Section
McNary Highway
Umatilla County
ODOT Agreement No. RR-1204

Attached is the State's copy of a fully executed agreement giving the State the right to construct and maintain the two structures over the railroad tracks on the subject section.

RDT:jr
attach.

cc: Don Trout w/2 copies
R. D. Hector w/copy
J. B. Boyd w/copy
Harold Brainerd w/copy
Vern Skoog w/copy
Mike Gardner w/copy - Prior to doing the work on Railroad property we should contact the local Union Pacific Railroad Company Roadmaster, Mr. M. M. Turner, P.O. Box 69, Hermiston, OR 97838; phone 567-6111.

11 7 85
noted on [illegible]
agree

RECEIVED
OCT 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-82-1(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 16, 1985

8. FEDERAL ROUTE NUMBER I-82

9. STATE ROUTE NUMBER 70

10. GENERAL LOCATION:

Bridge Rd. - Old Oregon Trail Hwy Section

11. GENERAL DESCRIPTION OF WORK

Grade, Drain, High Type Pave & Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Revised Anticipated items as shown in your "PS&E" Estimate dated 10-4-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 8-16-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $8,505,371; Federal Funds $7,843,651.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

Orig. w/ cst 10/24

RECEIVED
TAT HWY ENGR
OCT 23 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

CON 21-2
I-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-82-1(8)07

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
9-26-85

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 25, 1985

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION: Bridge Road - Old Oregon Trail Hwy. Sect.

11. GENERAL DESCRIPTION OF WORK Grade, drain, pave and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ~~ADVERTISE FOR RECEIPT OF BIDS~~
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-17-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $8,146,622; Federal Funds 7,512,813.

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/M	Sign	Act	File

14. DATE 9/26/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 8, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Buried Telephone Cable Relocation
Umatilla Army Depot
Bridge Road - I-84 Section
McNary Highway
Umatilla County
P.E. Project No. I-IR-82-1(1)00

RECEIVED
STATE HWY ENGR
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Info	Inves	R/D	D/R	Sign	Act	File

Enclosed is a copy of an estimate of cost prepared by Pacific Northwest Bell to relocate Umatilla Army Depot's buried 25-pair telephone cable, and a sketch showing their proposed relocation.

Umatilla Army Depot Communication Officer, Pheo Hicks, has advised that a Signal Maintenance Crew will arrive at the Depot on September 19, 1985. The Signal Maintenance Crew will install the new cable at no cost if new cable can be supplied. The 4,500 feet of new 25-pair telephone cable can be supplied by Anixter Bros., Inc., Seattle, Washington (a distributor for Western Electric) at an estimated cost of $3,340. This would be the desired method of relocation if the schedule can be met.

A certification prepared by Thomas G. Carman as to the Umatilla Army Depot's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Umatilla Army Depot was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

Form 734-3122

An appropriate permit for the utility's proposed relocation will be issued, as required, for the crossing of I-82.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Umatilla Army Depot's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 1, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,300.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Thomas G. Carman

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M Cartwright

FROM: Jack Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Buried Telephone Cable Relocation
Umatilla Army Depot
Bridge Rd.-I 84 Section
McNary Highway
Umatilla County
P. E. Project No. I-IR-82-1(1)00

Confirmation of your verbal authorization for Umatilla Army Depot to proceed with the relocation of their buried 25 pair telephone cable facilities in conflict with this project as of August 1, 1985 is requested. A preliminary estimate of cost has been received in the amount of $5,300. Direct purchase of telephone cable by the Oregon State Highway Division to be installed, at no cost to OSHD, by Umatilla Army Depot personnel is being investigated. An estimate of cost will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

August 1, 1985 is approved

David B Carter

David B. Carter, Area Engineer

JMC:mk

cc: E. S. Hunter
W. F. Cobine
Pete Gonzalez
Robert Hector
Mike Gardner
Tom Carman

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STATE HWY ENGR
AUG -7 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

ROW 18-2

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: May 28, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 152
Crossing No. 2A-180.4-A

Attached is a copy of Order No. 85-448 issued by the Public Utility Commissioner on May 21, 1985 relative to the above subject matter.

RDT:jr
Attachment

cc: Richard Arnold, FHWA w/attachment
E. S. Hunter w/attachment
C. O. Fredrickson w/attachment
Don Adams w/attachment
J. L. Sollis w/attachment
L. E. George w/attachment
H. W. Oswald w/attachment
R. D. Hector w/attachment
Walt Hart w/attachment

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
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81-125-1387

RECEIV
MAY 28 1985
RR & UTILITY UNIT

ORDER NO. 85-448
ENTERED , MAY 21 1985
PUC CROSSING NO. 2A-180.4-A

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON
RX 152

Bridge Rd - Old Oregon Trail Section

In the Matter of the Application of)
OREGON DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION for the authority,)
pursuant to ORS 763.040, to con-)
struct a separated crossing of)
McNary Highway (Interstate 82), and) ORDER
Oregon-Washington Railroad and Navi-)
gation Company and its lessee, Union)
Pacific Railroad Company, Main Line,)
near Ordnance, Umatilla County,)
Oregon.)

On February 27, 1985, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct an overcrossing of the McNary Highway (Interstate 82), a highway under its jurisdiction, and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company, and its lessee Union Pacific Railroad Company, Main Line, near Ordnance, Umatilla County, Oregon.

Copies of the application and responses thereto were duly served upon Union Pacific Railroad Company, Umatilla County, and applicant. No objection by any party has been made to the granting of the application.

Applicant is constructing the McNary Highway (I-82) from the Umatilla Bridge over the Columbia River, southerly to connect with the Old Oregon Trail Highway (I-84).

Applicant proposes to construct an overcrossing, which will consist of two parallel and adjacent three-span post-tensioned concrete box girder structures with concrete footings, columns, and end walls. The structures will be oriented in a general northeast-southwest direction and will cross over the Union Pacific main track, which lies basically east and west. The northbound structure will be 291 feet in length and the southbound structure will be 309 feet long. Each structure will be approximately 45 feet in width, with a 42-foot roadway consisting, from the outer edge of the roadway, of a 6-foot shoulder, two 12-foot travel lanes, and a 12-foot shoulder.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the staff, the Commissioner finds that the overcrossing requested herein is required by the public safety, convenience, and general welfare, and that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. Authority to construct the overcrossing structure as requested herein is hereby granted upon the condition that physical construction of the structure must be substantially in progress within three years from the effective date of this order. If this condition is not met, then the authority expires on that date.

2. Applicant shall:

    a. Construct two overcrossing structures in accordance with Oregon Department of Transportation drawing Nos. 40281 and 40282, dated "2/21/85," and bear all the cost thereof;

    b. Coordinate all temporary impairments of standard railroad clearances with the Union Pacific Railroad Company at least six weeks in advance of creating any impairment;

    c. Maintain the overcrossing structures, including the beam-bearing assemblies, and bear all the cost thereof;

    d. Maintain all highway appurtenances to the overcrossing structures, and bear all the cost thereof;

e. Bear all the cost of damage to the overcrossing structures caused by motor vehicles; and

f. Notify the Commissioner upon completion of the project.

3. Union Pacific Railroad Company shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the new overcrossing structures, and bear all the cost thereof.

Upon completion, the overcrossing structures shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Union Pacific Railroad Company's minimum clearances. While the overcrossing is being constructed, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective May 21, 1985.

PUBLIC UTILITY COMMISSIONER OF OREGON

Gene Maudlin
GENE MAUDLIN
Public Utility Commissioner

ger/0236I

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 27, 1985
IN REPLY REFER TO
HBR.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-82-1(2)
"EB" to "NB" O'xing I-84 Bridge No. 16452
Bridge Road to I-84 Section
McNary Highway (I-82)
Umatilla County

We have reviewed Mr. Backstrand's preliminary plan submittal of December 13, 1984 on the eastbound to northbound ramp overcrossing I-84. Approval of preliminary plans is subject to the following considerations:

1. The southbound to eastbound ramp on drawing 39159 is for a one lane roadway. The approved interchange layout sheet provides for a two lane 34 foot roadway section. Your drawing should be changed accordingly.

2. The post-tensioned concrete box girder seems to be the least costly and would conform to a curved alignment.

You may proceed with your design subject to the above considerations.

Sincerely yours,

G. K. Hassner
for Dale E. Wilken
Division Administrator

cc:
OSHD (J Backstrand)
OSHD (G Potter)

NOTED
E. S [illegible]

RECEIVED
STATE HWY ENGR

MAR 28 '85

REFER TO
Hunter

FOR

Info	Inves	R/D	D/A	Sign	Act	File
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 26, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-82-1(7)004
Powerline Road - Bridge Road Section
Bridge Road - Interstate 84 Section
Mandatory Borrow Source

We have reviewed your March 15, 1985 request to designate the materials source as shown on sheet 2E of the Powerline Road - Bridge Road project as a mandatory materials site. We concur with your proposal and agree that it is in the public interest to designate this site as a mandatory materials source.

Our concurrence is based on the location of the site which should result in large quantities of material being available to the project on an economically advantageous basis and the minimum distruption to the environment which will result from the use of this site.

Sincerely yours,

Original Signed by
K. HOSSNE
Operations
[illegible]

Dale E. Wilken
Division Administrator

cc:
OSHD (R Kuehn)
OSHD (Fred Eriksen)
OSHD (G Potter)

REFERRED TO
[✓ Mann] [✓ Cuno] Henry
Dayton FE [✓ Eriksen] Gettis
Baker Anderson
King Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

RECEIVED
MAR 27 1985
ROAD DESIGN SECTION

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

March 15, 1985

In Reply Refer to
File No. DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97301

Attention: Glenn K. Hossner

Powerline Road-Bridge Road Section and
Bridge Road-Old Oregon Trail Highway Section
McNary Highway
Umatilla County

A mandatory material source for roadbed embankment is included in the Powerline Road-Bridge Road Section project plans. The area is shown on Sheet 2E and can be located on Sheets 9 and 10 of the plans. Approximately 294,000 c.y. of embankment is required for the Powerline Road-Bridge Road project and 900,000 c.y. of embankment will be required for the Bridge Road-Old Oregon Trail Highway project.

The material source is an irregular shaped, severed parcel of about 47 acres, acquired during right of way acquisition for the project. The parcel's shape makes it difficult to irrigate and being severed makes access for cultivation awkward.

We believe that providing a material source adjacent to the project, for the large quantities of material required for these projects will be economically advantageous. It also eliminates environmental concerns for contractor provided sources.

This proposal has been discussed with Mr. Dave Carter of the FHWA.

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Form 734-3122

We solicit your concurrence that this proposal is in the public interest.

Duane O. Christensen, P.E.
Road Design Engineer

By

Richard Kuehn

Richard A. Kuehn, P.E.
Final Design Engineer

RK:FE:bn

cc: H. S. Coulter
E. S. Hunter
Gary Potter
Bob Pool
R. D. Hector
Ted Litchfield
Fred Eriksen

CON 21-2
I-82

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

February 26, 1985

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

RE: PUC Application
McNary Highway (I-82)
Umatilla County

Bridge Ri–
[illegible] Rail

Dear Dave:

Attached is the original and ten (10) copies of the PUC application relating to our desire to construct twin bridges over the Union Pacific Railroad main line near the Junction of I-84 and the proposed I-82.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
attach.

bc: H. S. Coulter w/attach.
H. E. Hunter w/attach.
Walt Hart w/attach.
R. D. Hector w/attach.
C. O. Fredrickson w/attach.
Don Trout w/attach.
J. L. Sollis w/attach.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR

FEB 27 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-[illegible]

PUC Docket No. SXF ______________

PUC Crossing No. ______________

DOT-AAR Crossing No. ______________

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation (name of applicant)

Highway Division

for the authority, pursuant to ORS 763. 040 (020/030/040), to

Construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of McNary Highway, Interstate 82 (name of street or highway)

and Oregon-Washington Railroad and Navigation Co. and its lessee,- (name of railroad company)

Union Pacific Railroad Company (name of railroad main or branch line or other trackage)

Near (in/near) Hinkle (name of city/town/rail station), Umatilla (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $______________

☒ Federal-Aid Highway System funds.*
Surface Transportation Act-1982

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) X Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad (503)378-6511

2. Statutory authority under which this application is made: ORS 763. 040
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 181 at RR Sta. 432+81.1

b. City

c. Nearest railroad station Hinkle

d. County Umatilla

e. The proposed project is to be in the SE 1/4 of the NE 1/4 of Section 25, Township 4N, Range 27E, W. M.

4. a. Name of public highway involved in this project:

McNary Highway (I-82)

b. Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation-Highway Division

5. Name of railroad involved in this project: Oregon-Washington Railroad and Navig. Co. and its lessee Union Pacific Railroad Co. Main Line, ~~Umatilla~~ Branch
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co. P.O.Box 8979, Portland,OR 97208

b. Umatilla County P. O. Box 1427, Pendleton, OR 97801

c.

d.

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

Construct 291 ft.(three span) and 309 ft.(three span) post-tensioned concrete box girder, twin bridges to carry northbound and southbound lanes of McNary Highway(I-82) over Union Pacific Railroad.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? to provide for public safety by separating the freeway and railroad traffic.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ____________ (N or E) to ____________ (S or W)) of:

At present--	After completion--
Shoulder** of ______ feet	Shoulder of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Median of ______ feet	Median of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Shoulder of ______ feet	Shoulder of ______ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface--	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	____________	____________
Type of surface of traveled way:		
on approaches	____________	____________
at crossing	____________	____________
Type of surface on shoulders;	____________	____________
Condition of surface:		
on approaches	____________	____________
at crossing	____________	____________
Is highway curbed on the approaches?	____________	____________
Is there one or more sidewalks at this crossing?	____________	____________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--	At present:	After completion:
________ approach (N or E)	± ______ %	± ________ %
________ approach (S or W)	± ______ %	± ________ %

(5) Nearest public roadway intersection on each approach--

(a) ________ approach: _______ft; ADT ________
(N or E)

(b) ________ approach: _______ft; ADT ________
(S or W)

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) __________; (yes/no) (b) __________. (yes/no)

II.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	1	1

Name of each track from E (N or E) to W (S or W):

~~Umatilla Branch~~ Mainline

(2) Angle of intersection-- ____° ____°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

		At present:	After completion:
(4)	Nearest switch--		
	________ of crossing: (N or E)	________ ft.	____________ ft.
	________ of crossing: (S or W)	________ ft.	____________ ft.

12. Use of the crossing:
  a. The Highway

(1) Average daily traffic volume--

At present: - ; After completion 3800 ;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ________ approach: (N or E)	________ mph	________ mph
on ________ approach: (S or W)	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

		At present:	Expected after completion:
(1)	Train movements-- (avg. per day)		
	Freight trains:	________	____________
	Switching movements:	________	____________
	Passenger trains:	________	____________
(2)	Speed of trains--		
	Maximum allowable:	________ mph	____________ mph
	Typical:	________ mph	____________ mph
	Slowest Normal:	________ mph	____________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

	(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
	________ approach: (N or E)	________ ft. to right; ________ ft. to left
	________ approach: (S or W)	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . — The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: ______________________________

Number of such devices: ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation: ______________________________

(2) Estimated cost of installation: $______________________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: ______________________________

Number of such devices ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $______________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ______________________________

Number of such devices: ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $______________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal:

Number of such devices: ; To be located as follows:

(1) Who will perform the installation?

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices?

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Estimated cost of this portion: $

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area:

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

b. Remainder of crossing area:

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

b. Remainder of crossing area:

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track--motion sensing type equipment; Spur tracks--island circuits.)

____

____

____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

________ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? N.A. (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Div.

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation	
Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Department of Transportation Highway Division

b. All highway appurtenances: Oregon Department of Transportation Highway Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon Department of Transportation, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Company

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Department of Transportation Highway Division

b. All highway appurtenances: Oregon Dept. of Transportation, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon Department of Transportation, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Company

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon Department of Transportation Highway Division

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): As shown on Drawings 40281 and 40282 Minimum vertical clearance to be 22'-6". Minimum horizontal clearance to be 9'-6" each side of RR Centerline during construction.

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A — 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A:

Route B:

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A:

Route B:

33. Will emergency services [illegible] or from the area served by the crossing [illegible] be closed be adversely affected?

_____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

34. What protective devices are currently installed at the crossing to be closed?

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

_____ (yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.) _____

37. Who will close the crossing? _____

38. Who will bear the expense of closing the crossing? _____

39. Who will maintain the barricades, if any, at the closed crossing?

40. Who will pay for said maintenance? _____

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All existing grade crossings in the area are necessary for the expedient flow of local traffic and access.

42. Other items of construction and cost distribution:

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Drawings 40281, 40282, 35208, 35209

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4, 5, 8, 9, 10, 11, 12, 15 & 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 25th day of Feb, 1985.

(Applicant)

(Attorney)

I, Roger D. Trygstad, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

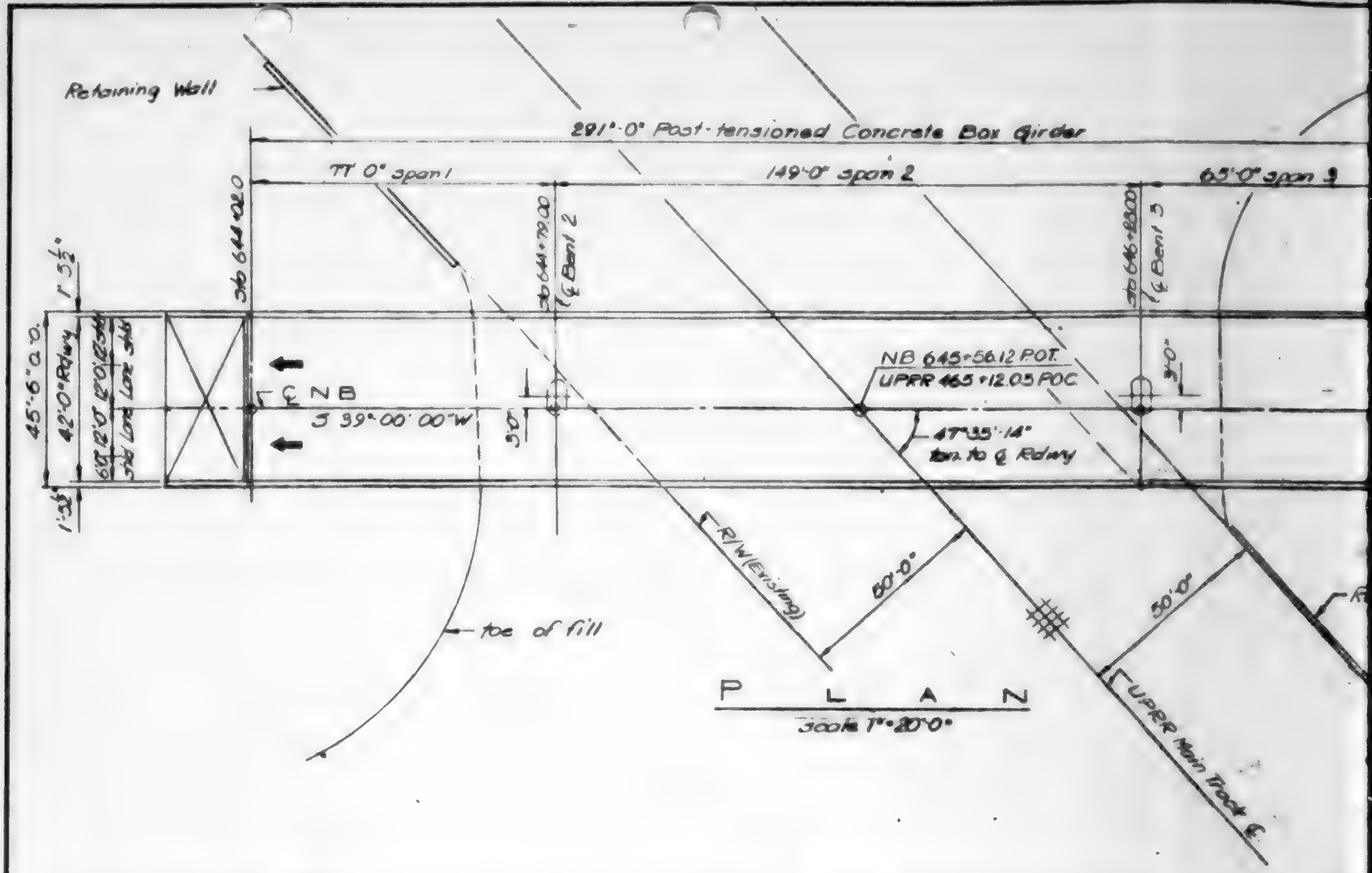
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 26 day of February, 1985.

(Notary Public for Oregon)

My Commission Expires: 12-15-85

PUC Form 202 (30) 1-80
Signature Page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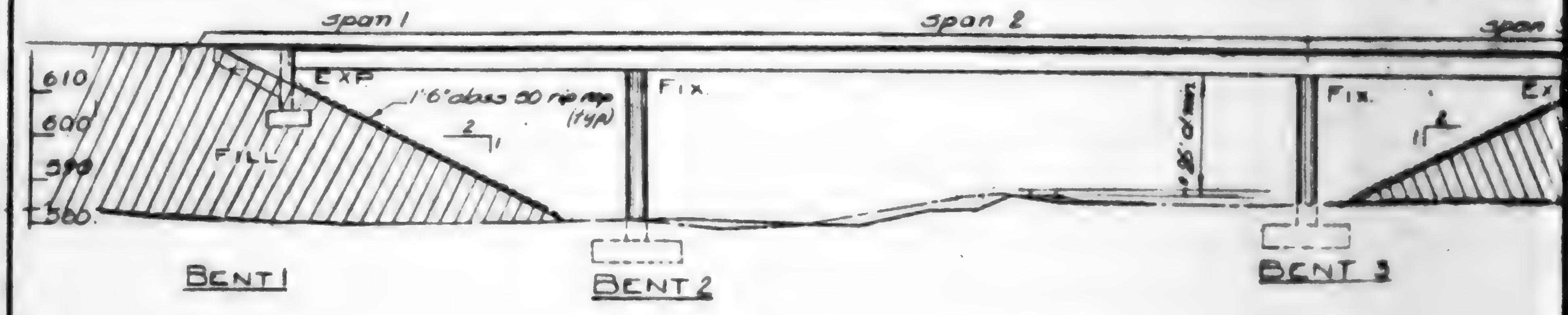
281'-0" Post-tensioned Concrete Box Girder
77'-0" span 1
149'-0" span 2
65'-0" span 3
Sta 644+02.0
Sta 644+79.00
℄ Bent 2
Sta 646+28.00
℄ Bent 3
45'-6" O.O.
42'-0" Rdwy
1'-3½"
6'-0" 12'-0" 12'-0" 12'-0"
Shld Lane Lane Shld
℄ NB
S 39°-00'-00"W
3'-0"
NB 645+56.12 P.O.T.
UPRR 465+12.03 P.O.C.
47°-35'-14"
tan. to ℄ Rdwy
R/W (Existing)
60'-0"
50'-0"
toe of fill
UPRR Main Track ℄

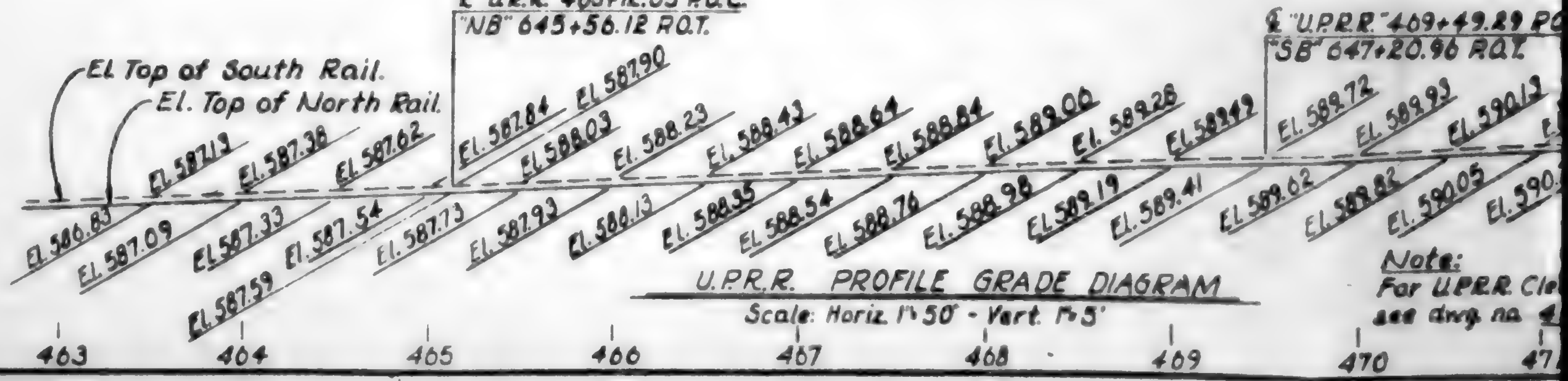
P L A N

Scale 1" = 20'-0"


span 1
span 2
span 3
610
600
590
580
EXP.
Fix.
Fix.
1'-6" class 50 rip rap (typ)
2
1
FILL
25'-0" min.
BENT 1
BENT 2
BENT 3

E L E V A T I O N

scale 1" = 20'-0"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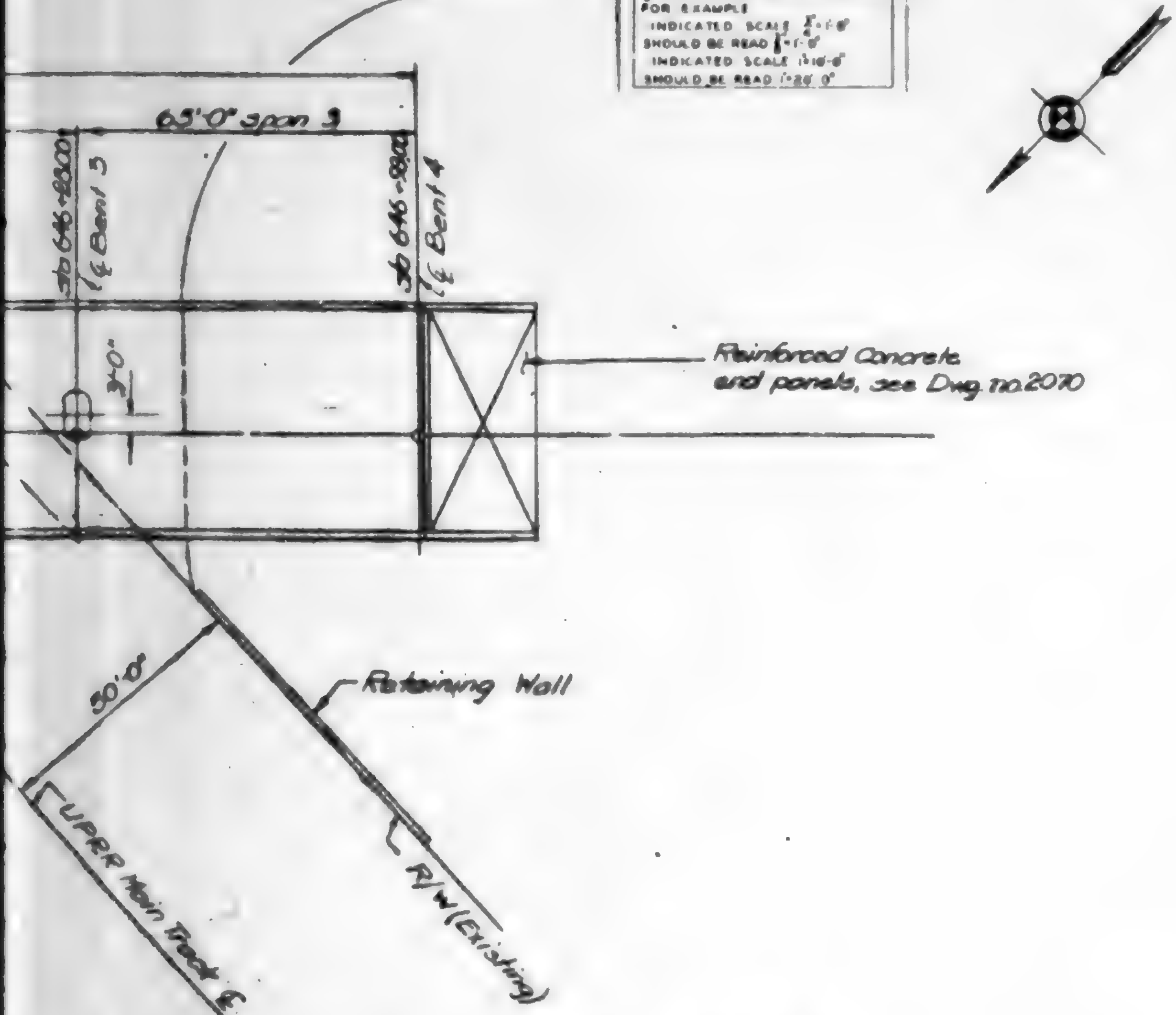
"NB" 645+56.12 P.O.T.
℄ "U.P.R.R." 469+49.29 P.O
"SB" 647+20.96 P.O.T.
El. Top of South Rail.
El. Top of North Rail.
El. 586.83
El. 587.13
El. 587.09
El. 587.38
El. 587.33
El. 587.62
El. 587.59
El. 587.54
El. 587.84
El. 587.90
El. 587.73
El. 588.03
El. 587.93
El. 588.23
El. 588.13
El. 588.43
El. 588.35
El. 588.64
El. 588.54
El. 588.84
El. 588.76
El. 589.00
El. 588.98
El. 589.28
El. 589.19
El. 589.49
El. 589.41
El. 589.72
El. 589.62
El. 589.93
El. 589.82
El. 590.13
El. 590.05
El. 590.
463
464
465
466
467
468
469
470
47

U.P.R.R. PROFILE GRADE DIAGRAM

Scale: Horiz. 1" = 50' - Vert. 1" = 5'

Note:
For U.P.R.R. Cle
see dwg. no. 4

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"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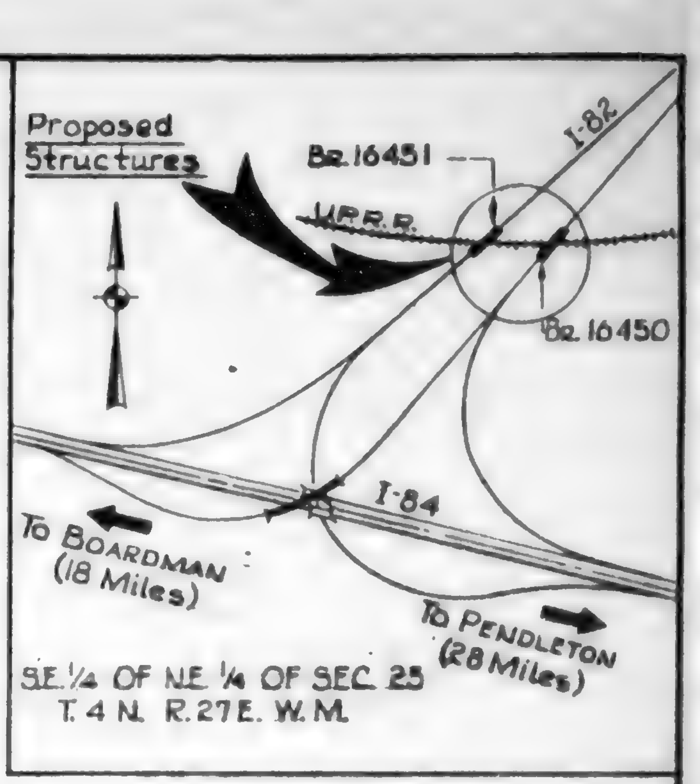
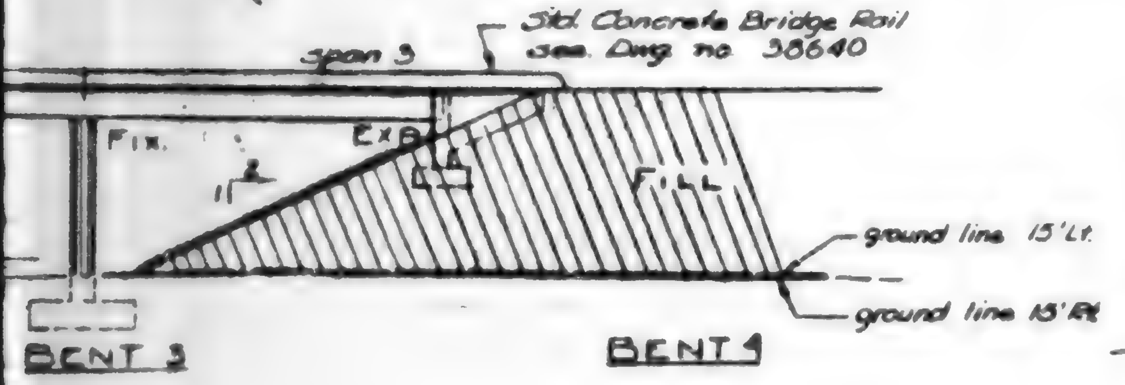
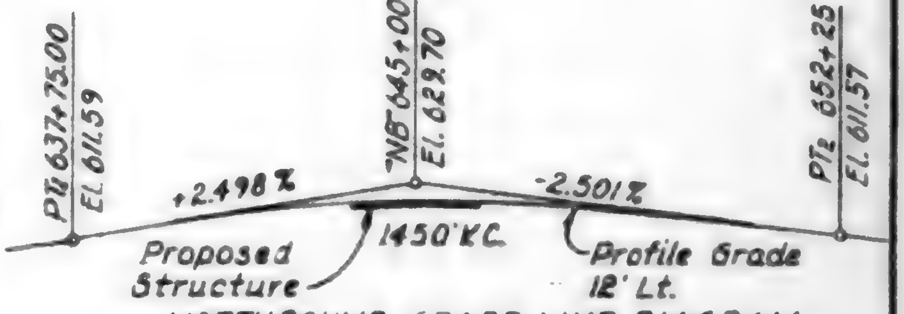
Sta 646+28.00 ℄ Bent 3
Sta 646+93.00 ℄ Bent 4
3'-0"
Reinforced Concrete end panels, see Dwg. no. 2070
50'0"
Retaining Wall
UPRR Main Track ℄
R/W (Existing)


Proposed Structures
Br. 16451
U.P.R.R.
I-82
Br. 16450
I-84
To BOARDMAN (18 Miles)
To PENDLETON (28 Miles)
S.E. ¼ OF N.E. ¼ OF SEC. 25
T. 4 N. R. 27 E. W. M.

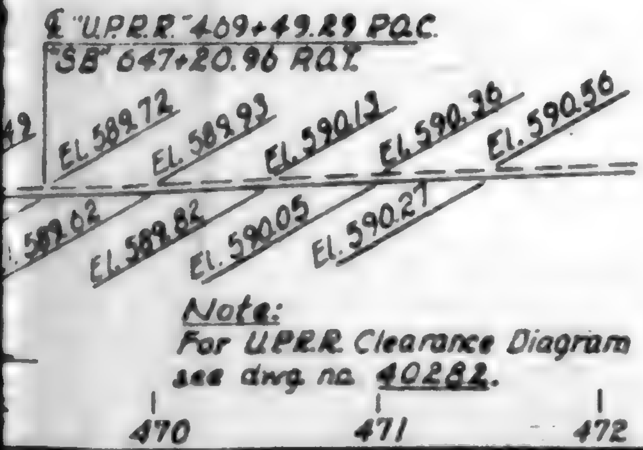
VICINITY MAP
No Scale


span 3
Std. Concrete Bridge Rail see Dwg. no. 38640
Fix.
Exp.
1½
1
FILL
ground line 15' Lt.
ground line 15' Rt.
BENT 3
BENT 4


P.I. 637+75.00
El. 611.59
"NB" 645+00 PI
El. 629.70
P.I. 652+25
El. 611.57
+2.498 %
-2.501 %
1450' V.C.
Proposed Structure
Profile Grade 12' Lt.

NORTHBOUND GRADE LINE DIAGRAM
No Scale

*NOTE 25' cl. min. existing tracks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"SB" 647+20.96 P.O.T.
49
El. 589.72
El. 589.93
El. 590.12
El. 590.36
El. 590.56
El. 589.62
El. 589.82
El. 590.05
El. 590.27
470
471
472

Note:
For U.P.R.R. Clearance Diagram see dwg. no. 40282.

APPROVED:
P.E.
BRIDGE ENGINEER
P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

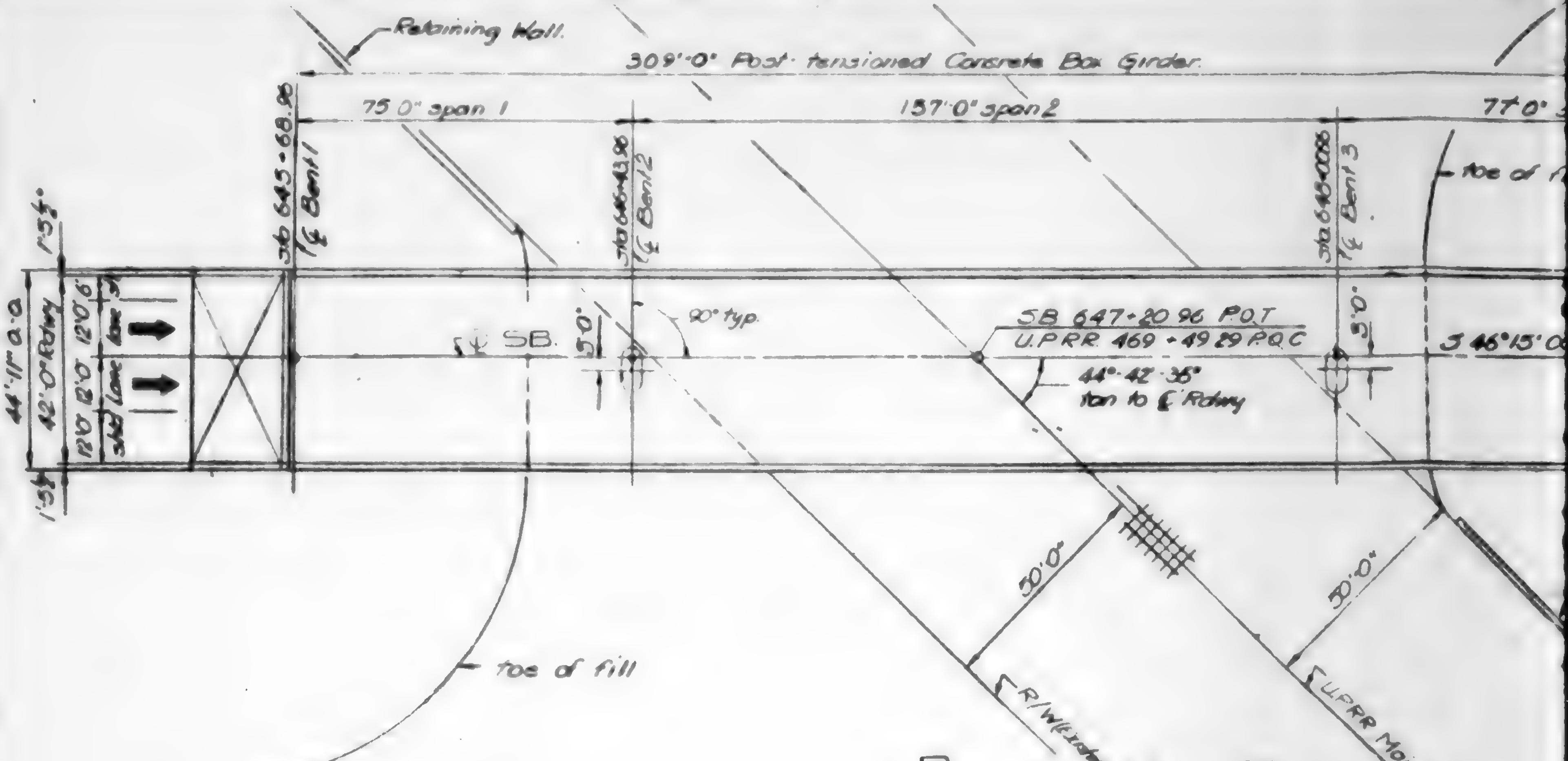
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

I-82 O'XING OF U.P.R.R. -N.B.
BR. RD. I-84 SECTION
I-82 HIGHWAY
UMATILLA COUNTY

PLAN & ELEVATION

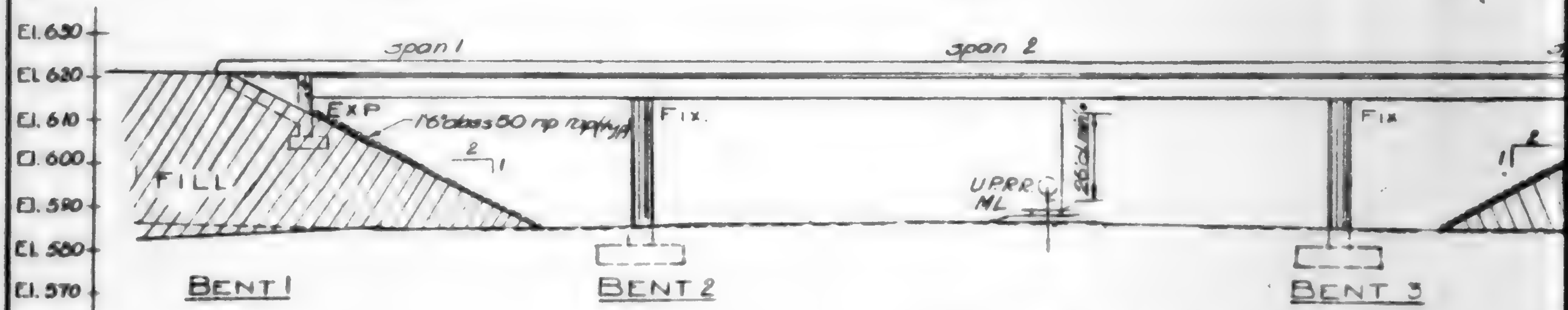
ACCOMPANIED BY DWGS. 40282

DATE 3/21-86
BRIDGE NO. 16450
SHEET 1 OF 2
DRAWING NO. 40281


Retaining Wall.
309'-0" Post-tensioned Concrete Box Girder.
75'0" span 1
157'0" span 2
77'0"
Sta 645+68.98
℄ Bent 1
Sta 646+43.98
℄ Bent 2
Sta 648+00.98
℄ Bent 3
toe of
1'3½"
44'-11" o.o.
42'-0" Rdwy
12'0"
12'0"
12'0"
6'
shld
Lane
Lane
1'3½"
℄ SB.
5'0"
90° typ.
5'0"
SB 647+20.96 P.O.T.
U.P.R.R. 469+49.29 P.O.C.
S 46°15'
44°-42'-35"
tan to ℄ Rdwy
50'0"
50'0"
toe of fill
℄ R/W Existing
℄ U.P.R.R. Main Track ℄

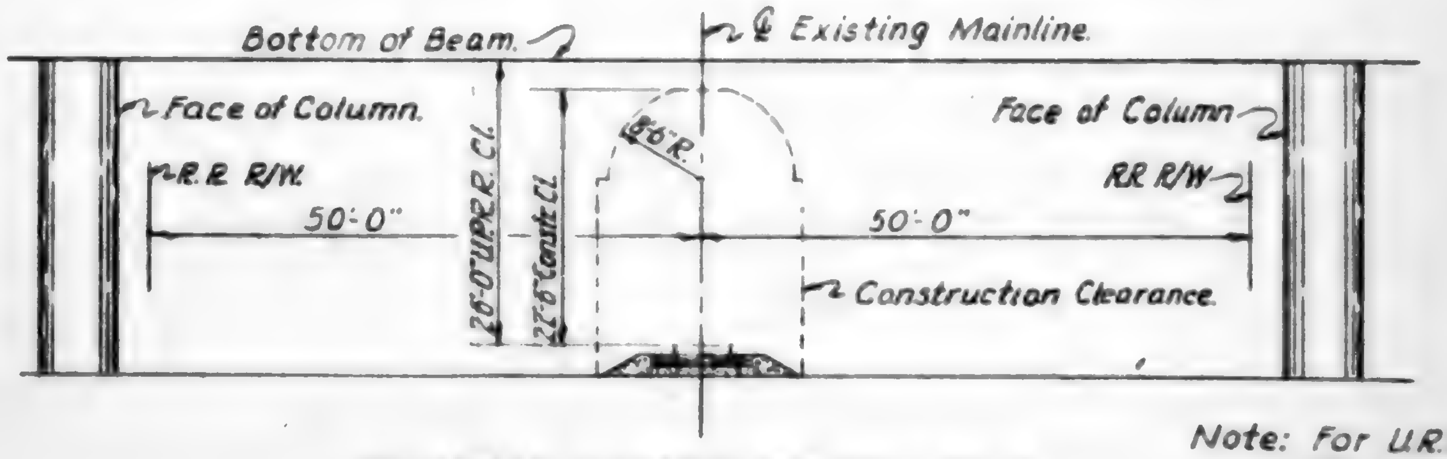
P L A N

scale: 1" = 20'0"


El. 630
El. 620
El. 610
El. 600
El. 590
El. 580
El. 570
El. 560
span 1
span 2
EXP
1'6" class 50 rip rap (typ)
Fix.
Fix
2
1
FILL
U.P.R.R. ML
26'cl. min.
BENT 1
BENT 2
BENT 3

E L E V A T I O N

scale: 1" = 20'-0"

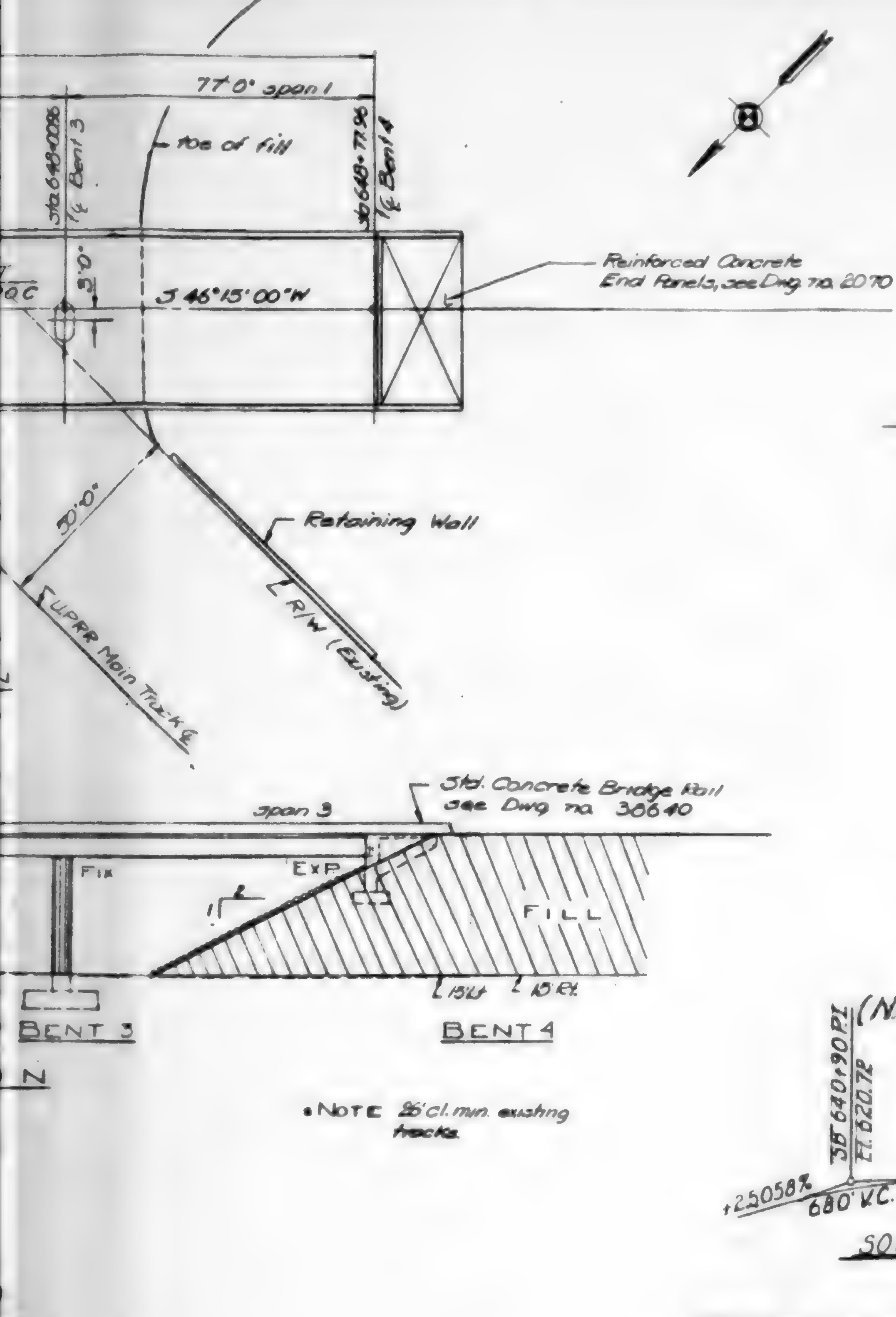

Bottom of Beam.
℄ Existing Mainline.
Face of Column.
Face of Column
R.R. R/W.
RR R/W.
8'6" R.
50'-0"
50'-0"
26'-0" U.P.R.R. Cl.
22'-6" Constr. Cl.
Construction Clearance.

RAILROAD CLEARANCE DIAGRAM

No Scale

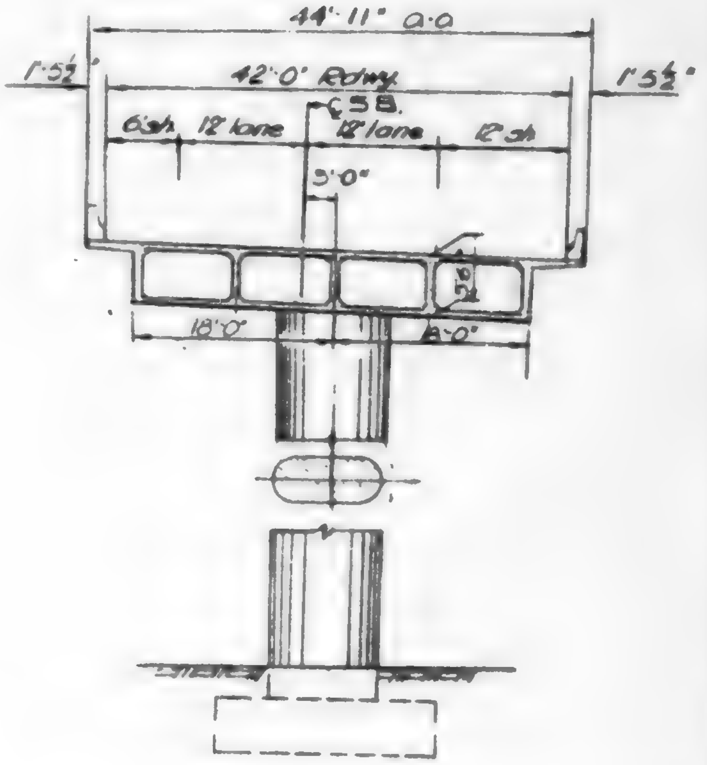
Note: For U.P.R.R. Profile Grade Diagram, see dwg. no. 40281.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ⅛"=1'-0"
SHOULD BE READ $\frac{1}{16}$"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"


77'-0" span 1
Sta 648+00.98 ℄ Bent 3
toe of fill
Sta 648+77.98 ℄ Bent 4
Reinforced Concrete End Panels, see Dwg. no. 2070
P.O.C
3'-0"
S 46°15'00"W
30'-0"
Retaining Wall
℄ U.P.R.R. Main Track ℄
℄ R/W (Existing)
Std. Concrete Bridge Rail see Dwg. no. 30640
span 3
Fix
Exp
1
2
FILL
15' Lt
15' Rt
BENT 3
BENT 4
N

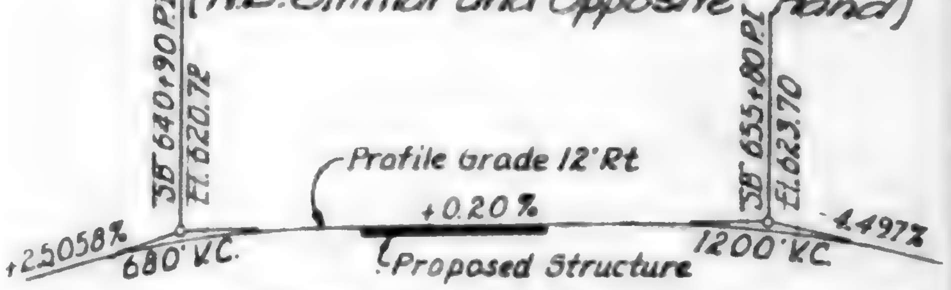
• NOTE 26' cl. min. existing tracks

R.R. Profile Grade
m, see dwg. no. 40281.


44'-11" o-o
1'-5½"
42'-0" Rdwy.
1'-5½"
℄ S.B.
6' sh.
12' lane
12' lane
12' sh.
5'-0"
18'-0"
18'-0"

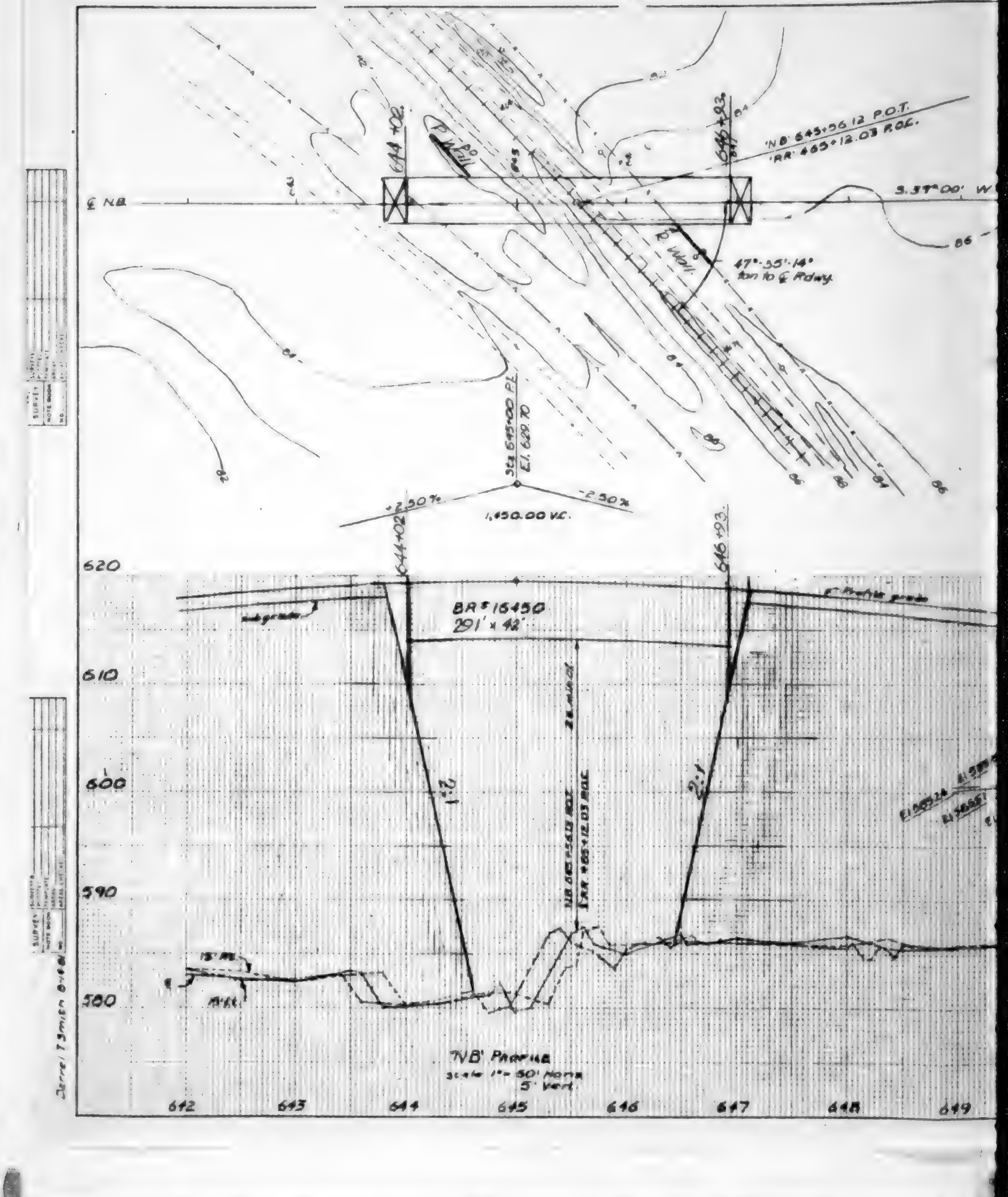
TYPICAL SECTION "SB"

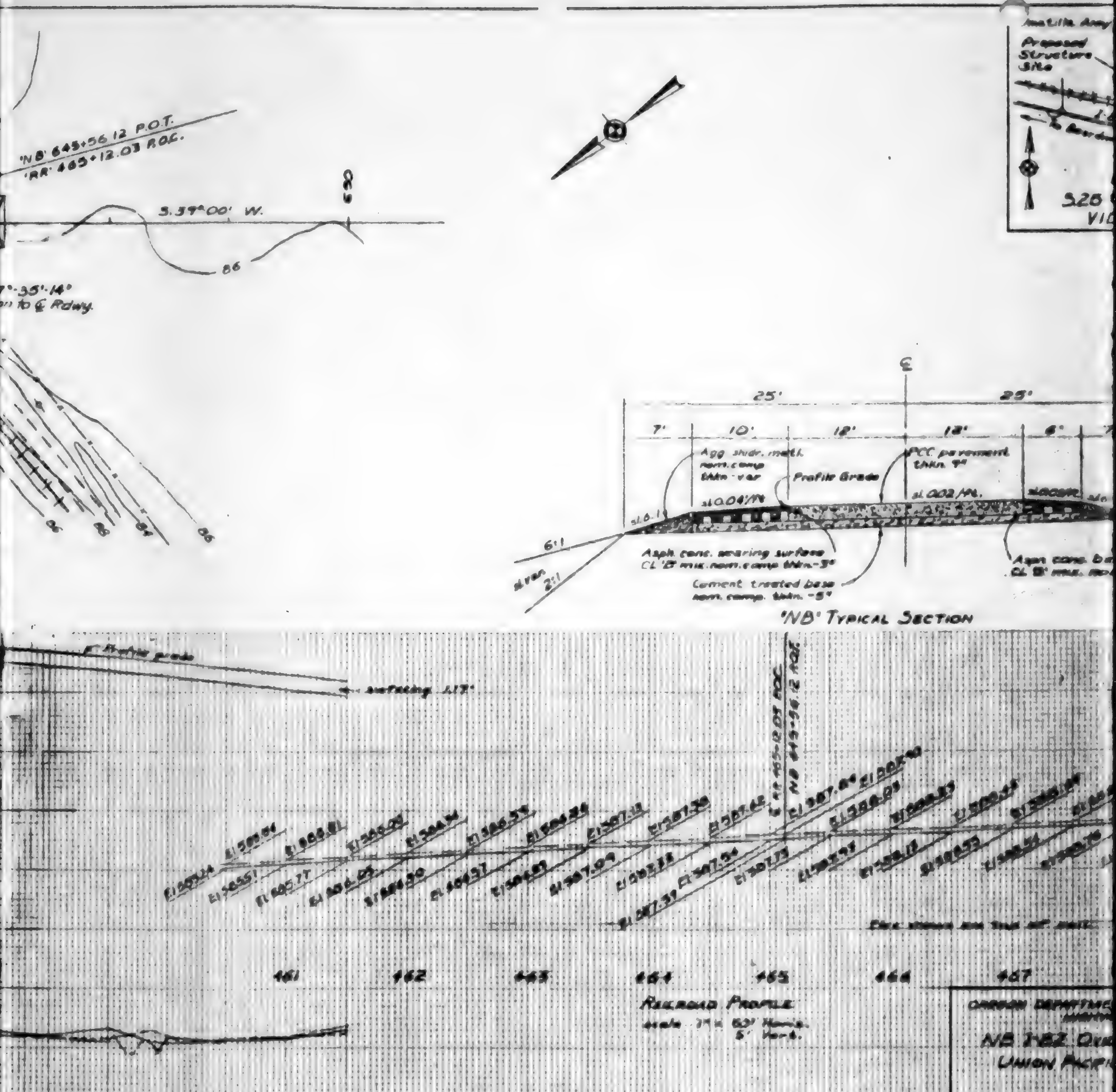
(N.B. Similar and Opposite Hand)

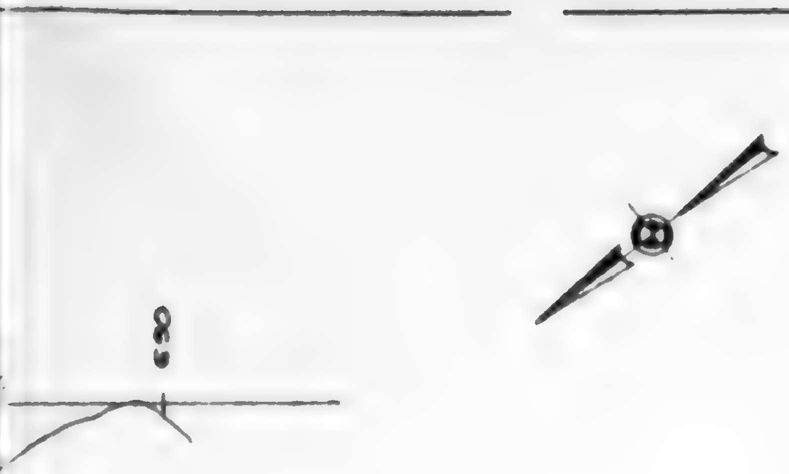

SB 640+90 P.I.
El. 620.72
SB 655+80 P.I.
El. 623.70
Profile Grade 12' Rt
+0.20%
+2.50058%
680' V.C.
Proposed Structure
1200' V.C.
-4.497%

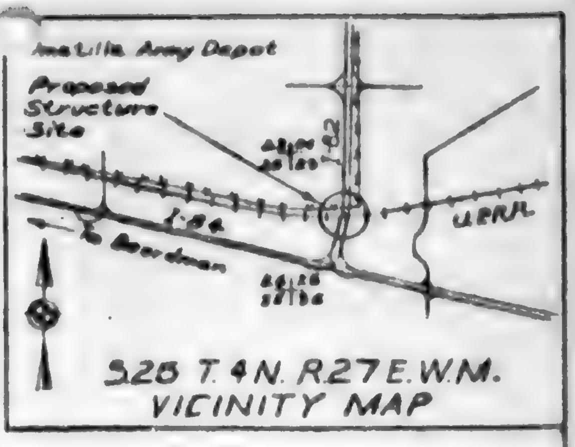
SOUTHBOUND GRADE LINE DIAGRAM
No Scale

APPROVED P.E. BRIDGE ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
DESIGNED DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK	I-82 O'xing Of U.P.R.R. S.B. Br. Rd. I-84 Section I-82 Highway Umatilla County
DATE / REVISION	PLAN & ELEVATION
	DATE 4-21-85 BRIDGE NO. 16451
	SHEET 2 OF 2 DRAWING NO. 40282

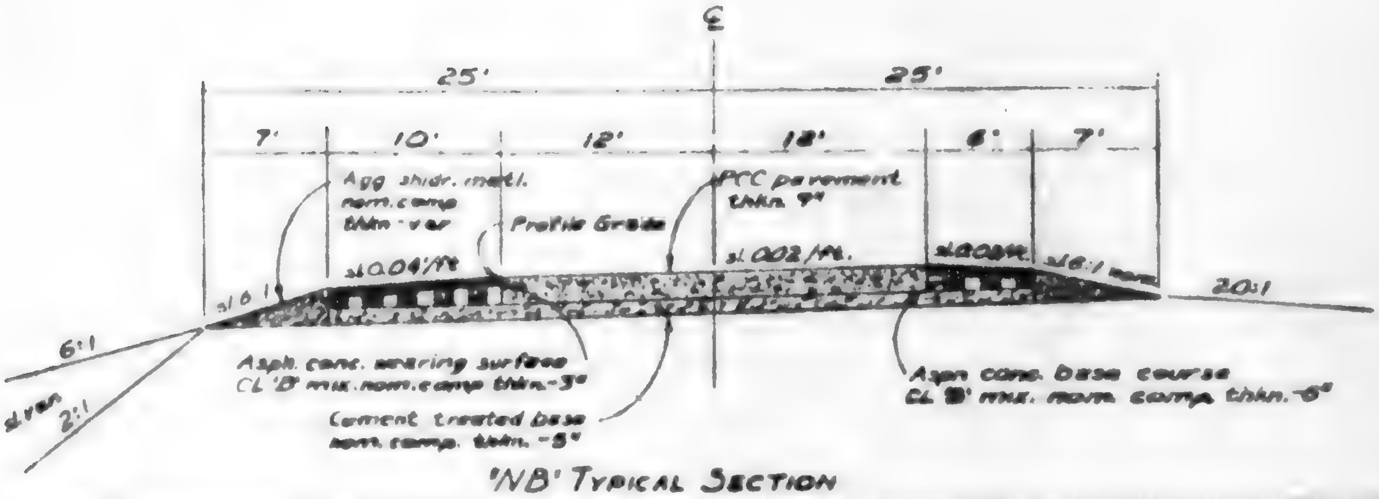

644+02
646+93
'NB' 645+56.12 P.O.T.
'RR' 465+12.03 P.O.C.
℄ NB
S.34°00' W
47°-35'-14"
tan to ℄ Rdwy.
R. Wall
R. Wall
Sta 645+00 P.I.
El. 629.70
+2.50%
-2.50%
1,450.00 V.C.
644+02
646+93
620
610
600
590
580
BR # 16450
291' x 42'
subgrade
℄ Profile grade
2:1
2:1
NB 645+56.12 POT
RR 465+12.03 POC
15' Rt.
Rt. Lt.
'NB' Profile
scale 1" = 50' Horiz
5' Vert
642
643
644
645
646
647
648
649
SURVEY
NOTE BOOK
Jerrel T Smith Bureau


Umatilla Army
Proposed Structure Site
328
VI
'NB' 645+56.12 P.O.T.
'RR' 465+12.03 R.O.C.
S. 39°00' W.
86
°-35'-14"
to ℄ Rdwy.
86
86
86
86
℄
25'
25'
7'
10'
12'
12'
6'
Agg. shldr. mat'l. nom. comp. thkn.-var.
Profile Grade
PCC pavement thkn. 9"
sl.0.04'/ft.
sl.0.02'/ft.
sl.6:1
6:1
2:1
Asph. conc. wearing surface CL 'B' mix. nom. comp. thkn.-3"
Cement treated base nom. comp. thkn.-5"
Asph. conc. b
CL 'B' mix. no
'NB' Typical Section
℄ Profile grade
surfacing 1.17'
'RR' 465+12.03 R.O.C.
'NB' 645+56.12 P.O.T.
461
462
463
464
465
466
467
Railroad Profile
Scale: 1" = 50' Horiz. 5' Vert.
648
649
650
Rev. 8/2-64 (L.H.)
Oregon Department
NB I-82 Ove
Union Pacific
Bridge
of I-
W.C. Ferguson
BR# 16150

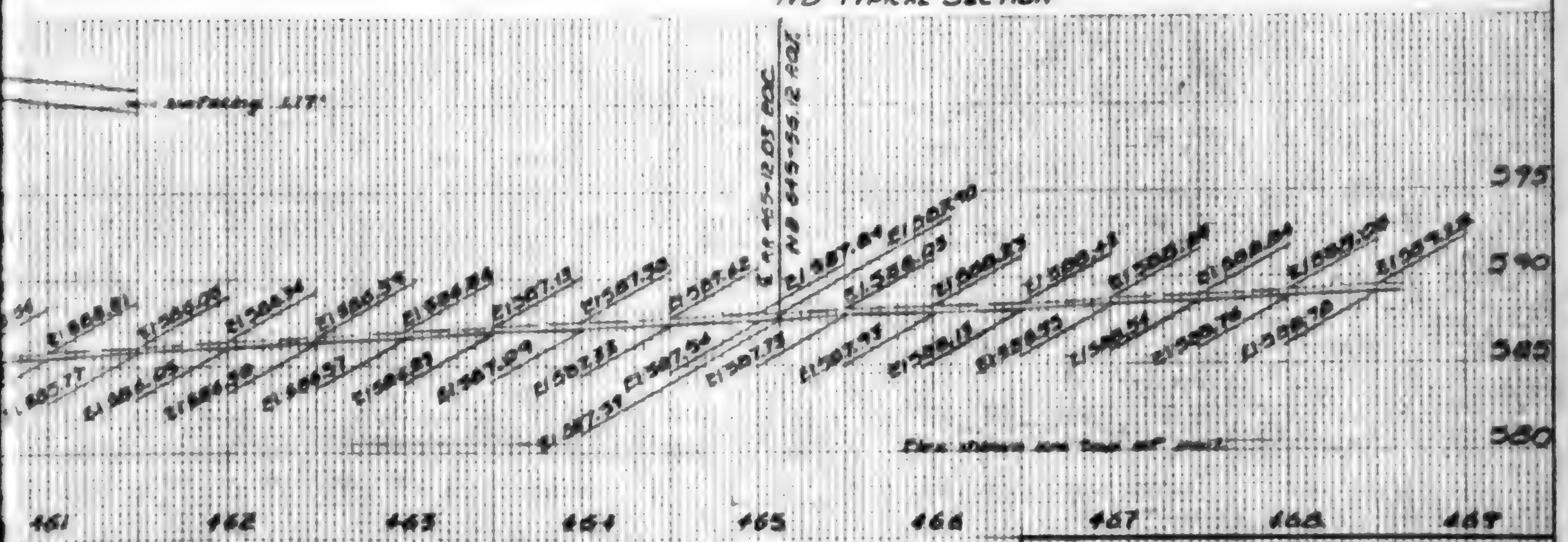



Umatilla Army Depot
Proposed
Structure
Site
I-82
I-84
To Boardman
UPRR

S28 T. 4 N. R.27 E. W.M.
VICINITY MAP


℄
25'
25'
7'
10'
12'
12'
6'
7'
Agg. shldr. matl.
nom. comp.
thkn.-var.
Profile Grade
PCC pavement
thkn. 9"
sl. 0.04'/ft.
sl. 0.02'/ft.
sl. 6:1
20:1
6:1
2:1
Asph. conc. wearing surface
CL 'B' mix. nom. comp. thkn.-3"
Cement treated base
nom. comp. thkn.-5"
Asph. conc. base course
CL 'B' mix. nom. comp. thkn.-6"

'NB' TYPICAL SECTION


surfacing .17'
NB 645+55.12 POC
395
390
385
380
461
462
463
464
465
466
467
468
469

RAILROAD PROFILE
scale 1" = 50' Horiz.
5' Vert.

650

Rev. 5/2-84 (L.K.)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

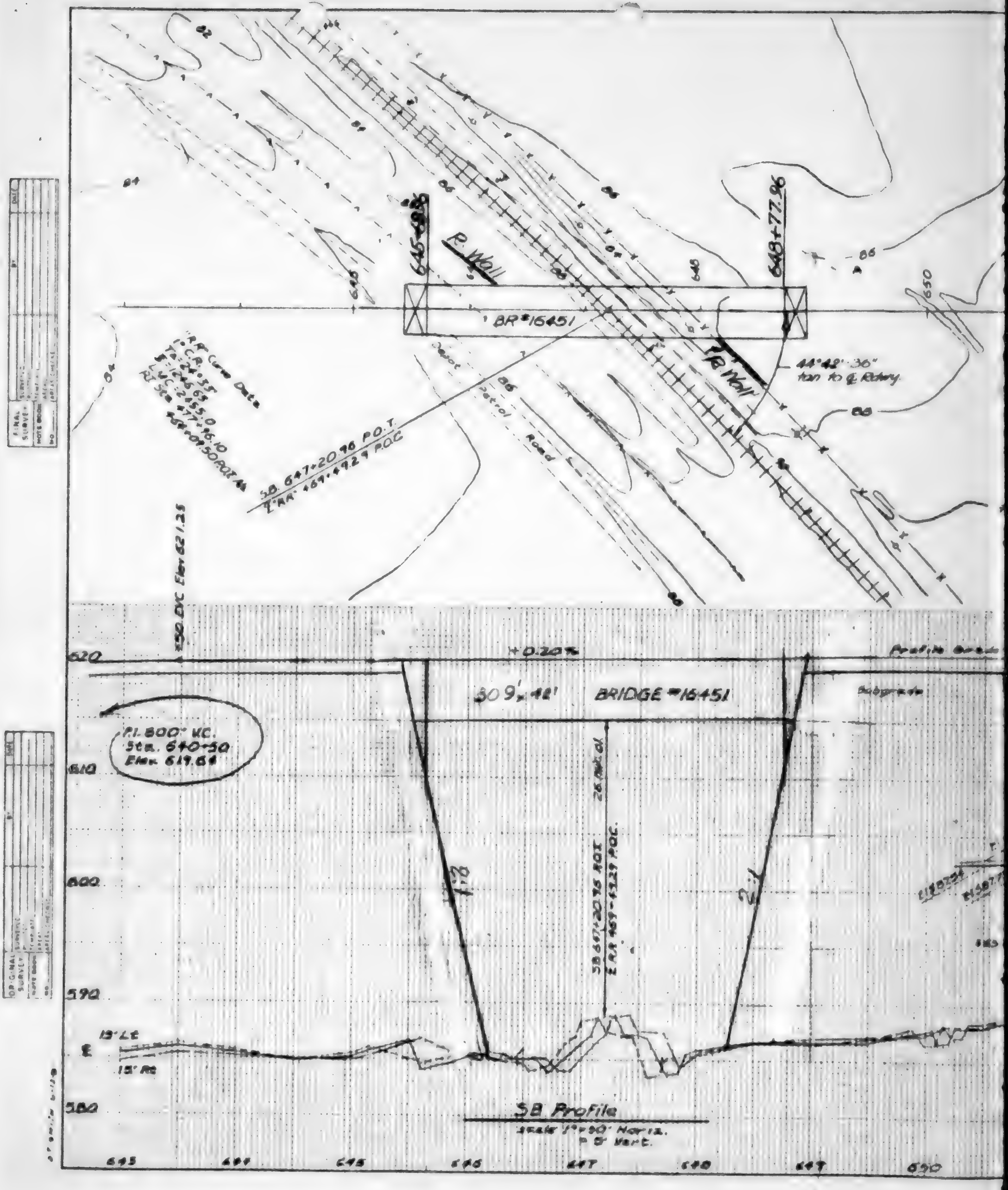
NB I-82 OVER CROSSING OF
UNION PACIFIC RAILROAD

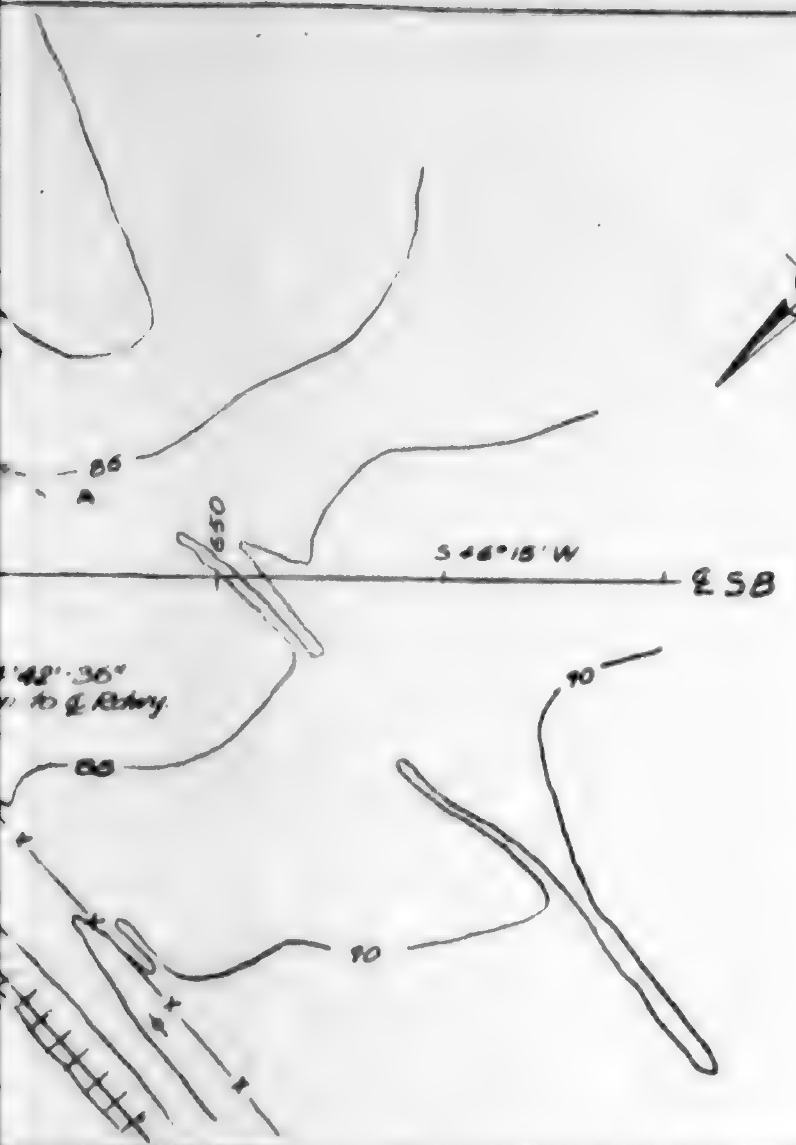
Bridge Road - I-84 Sect.
of I-82 (Unit 4)

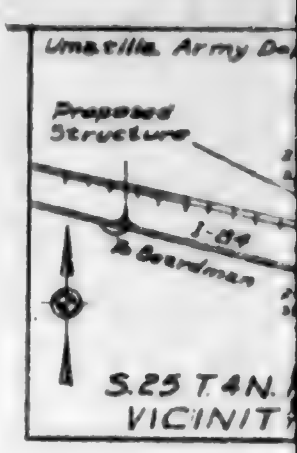
1981

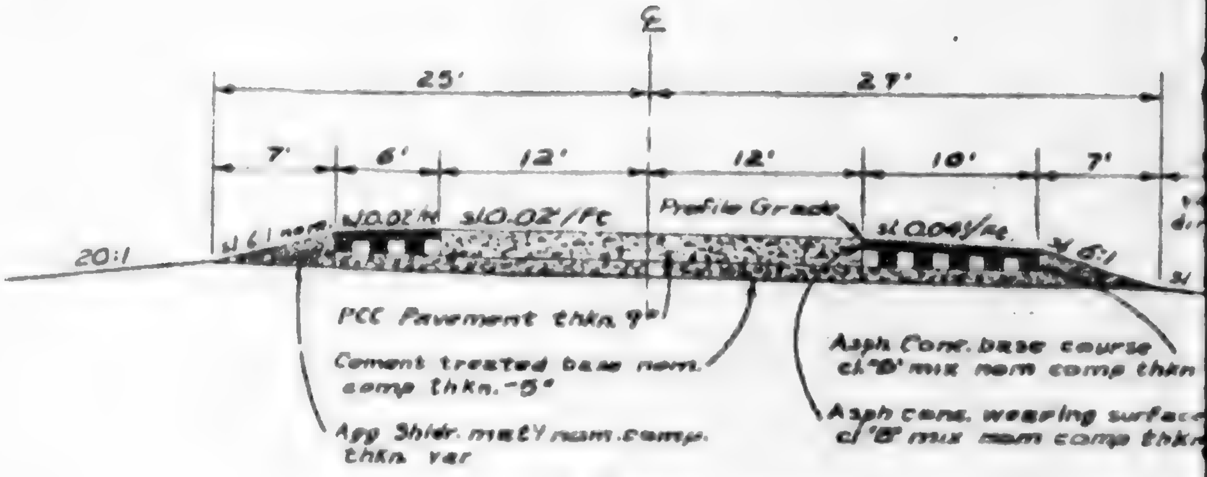
W.C. Ferguson Res. Engr.

BR# 10450 DR# 36208

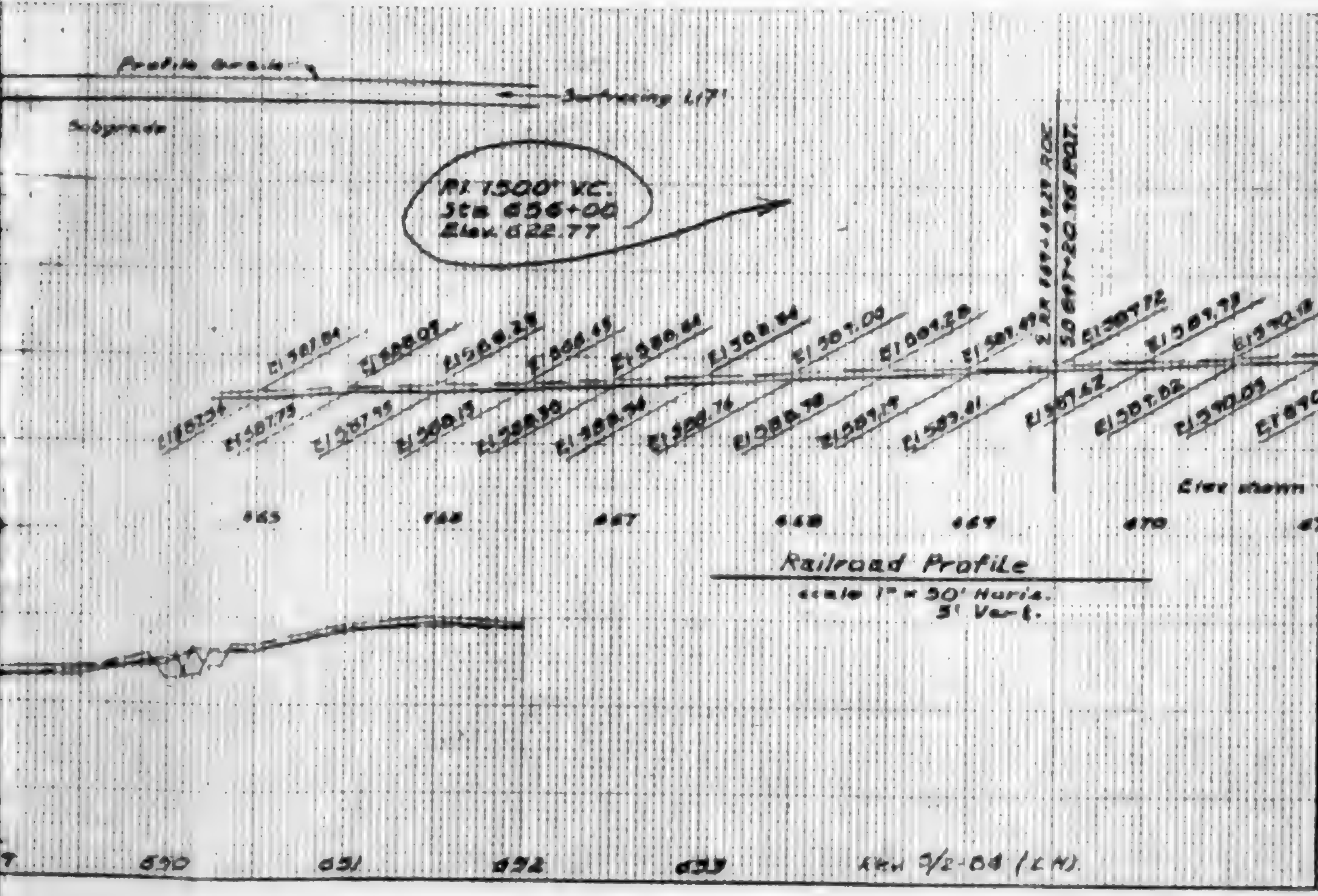

645+98.6
R. Wall
648+77.96
BR#16451
R. Wall
44°42'36"
tan to ℄ Rdwy.
Depot Patrol Road
RR Curve Data
I.C.R.
T=24+35
Δ=1245.65
L.W.C.=2455.0
P.I. Sta 477+96.10
SB 647+09.50 P.O.T.
SB. 647+20.96 P.O.T.
℄ RR 469+49.29 P.O.C.
650
SB. P.V.C. Elev 621.25
620
+0.20%
Profile Grade
309'x42'
BRIDGE #16451
Subgrade
P.I. 800' V.C.
Sta. 640+50
Elev. 619.64
610
600
590
580
1:8
2:1
26.00' cl.
SB 647+20.96 P.O.T.
℄ RR 469+49.29 P.O.C.
15' Lt
℄
15' Rt
SB Profile
Scale 1"=50' Horiz.
1"=5' Vert.
643
644
645
646
647
648
649
650


86
650
S 46°15' W
℄ SB
°48'36"
to ℄ Rdwy.
88
90
90


Umatilla Army De
Proposed
Structure
I-84
Boardman
S.25 T.4N.
VICINIT


℄
25'
27'
7'
6'
12'
12'
10'
7'
20:1
sl 6:1 nom.
sl 0.02'/ft
sl 0.02'/ft
Profile Grade
sl 0.041'/ft.
6:1
PCC Pavement thkn. 9"
Cement treated base nom. comp thkn. -5"
Agg. Shldr. mat'l nom. comp. thkn. var
Asph. Conc. base course cl "B" mix nom comp thkn
Asph. conc. wearing surface cl "B" mix nom comp thkn

'SB' Typical Section


Profile Grade
Surfacing L/7'
Subgrade
P.I. 1500' V.C.
Sta. 656+00
Elev. 622.77
Elev. shown are top of rail
665
666
667
668
669
670
671
672
650
651
652
653

Railroad Profile

scale 1" = 50' Horiz.
5' Vert.

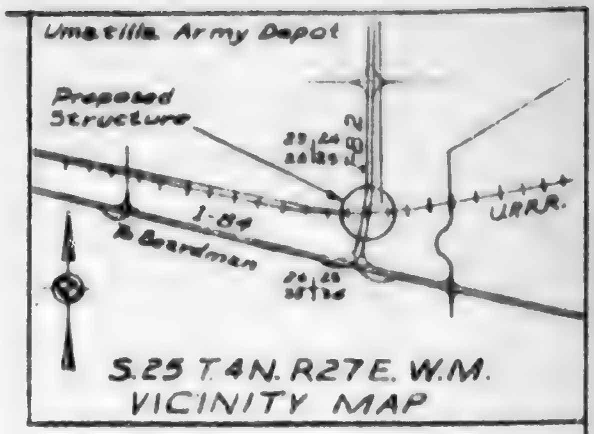
OREGON DEPARTMENT OF
HIGHWAY DI

SB I-82 Over C
Union Pacific R

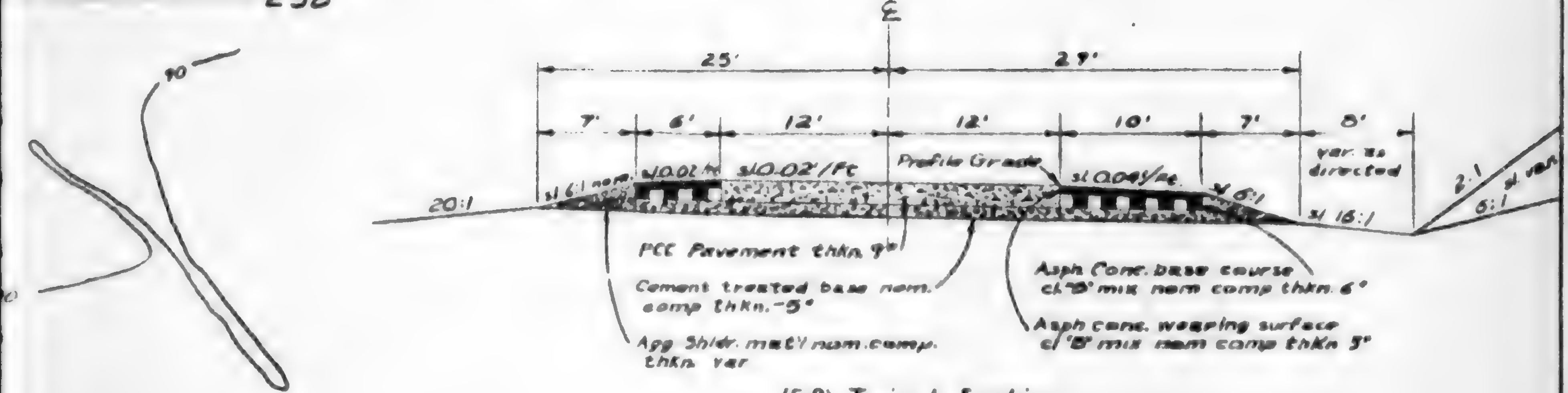
Bridge Road - I-
of I-82

1981

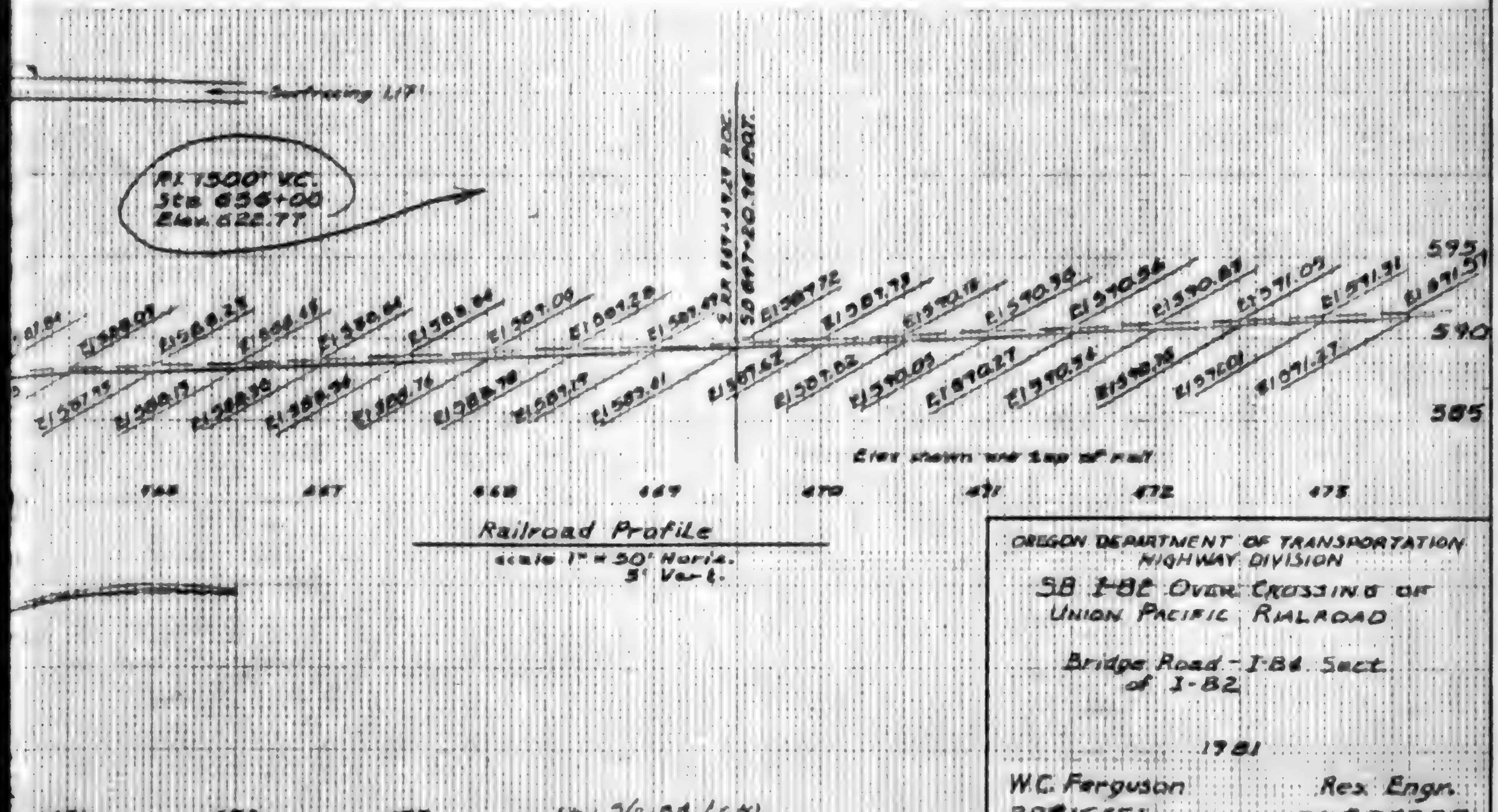
W.C. Ferguson
BR# 16451


Umatilla Army Depot
Proposed Structure
I-84
To Boardman
URRR.

S.25 T.4N. R.27E. W.M.
VICINITY MAP


℄
25'
29'
7'
6'
12'
12'
10'
7'
8'
var. as directed
sl 6:1 nom.
sl 0.02'/ft
sl 0.02'/Ft
Profile Grade
sl 0.04'/ft.
sl 6:1
sl 16:1
20:1
2:1
6:1
PCC Pavement thkn. 9"
Cement treated base nom. comp thkn. -5"
Agg. Shldr. mat'l nom. comp. thkn. var.
Asph. Conc. base course cl "B" mix nom comp thkn. 6"
Asph cone. wearing surface cl "B" mix nom comp thkn 3"

'SB' Typical Section


Surfacing Lift
P.I. 1500' V.C.
Sta 656+00
Elev. 622.77
595
590
585
Elev shown are top of rail
466
467
468
469
470
471
472
473
631
632
633
Rev 3/2-84 (CH).

Railroad Profile

scale 1" = 50' Horiz.
5' Vert.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

SB I-82 OVER CROSSING OF
UNION PACIFIC RIALROAD

Bridge Road - I-84 Sect.
of I-82

1981

W.C. Ferguson　　Rex Engn.
BR# 16451　　DR# 36209

[illegible]

CON 21.2

FORM 81-125-0016

I-82

STATE OF OREGON

INTEROFFICE MEMO

TO: Richard Kuehn
Final Design Engineer
Salem

DATE: Jan. 17, 1985

FROM: Michael J. Gardner
Project Manager
Hermiston

Michael J. Gardner

SUBJECT: Unit No. 4, I-82
McNary Highway
Umatilla County

[illegible] Rd. - Old Oregon Trail Hwy. Sec.
McNary Highway
Umatilla County

Attention: Fred Ericksen

We have been advised by the Right-of-Way department that the concrete block house which lies south of I-84 has been removed. A septic tank remains, however, and should be shown in the plans along with a note or section in the Special Provisions calling for it to be filled in or completely demolished.

cc: Mike Harris
2-25-85
FE

RECEIVED
FEB [illegible]
ROAD DESIGN SECTION

......RDE......
......FDE......
...... LE ......
...... SE ......
......IPC......
......PDE......
......LFE......
......GTE......

......BPC
......[illegible]
......CA
Copy All..........
Return To. File
B/U..../..../....

F.E.

CON 21-2
I-22

Roger Trygstad
Railroad & Utilities Engineer

January 8, 1985
DES 23
16450
16451

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart, P.E.
Bridge Engineer

UPRR Overcrossing
Bridge Road - Old Oregon Trail Highway Section
McNary Highway
Umatilla County
BRS 16450, 16451

Attached are five copies of Drawings 40281 and 40282 which are the preliminary plan and elevation drawings for these structures. These drawings are for a span arrangement that spans the existing railroad right of way, but does not provide the clearances requested by the railroad.

Also attached are copies of two letters from the Federal Highway Administration stating they will not approve the longer structures which would be required to span the railroad's requests.

Please send these to the railroad explaining that we cannot provide the structure length required to span their requested section, but can span their existing right of way allowing them any track arrangement they want between their existing right-of-way lines.

JMT:jrb

Attachments

cc: E. S. Hunter

RECEIVED
STATE HWY ENGR
JAN 9 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
J. M. TINDALL

NOTED
W.J. HART

NOTED
E. S. HUNTER

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

January 3, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-82-1(2)
Bridge Road-Old Oregon Trail Highway Section
McNary Highway - Umatilla County
Pavement Design-Widening on the Old Oregon Trail

We have reviewed the pavement design submitted with Mr. Terpin's memorandum of October 24, 1984 for the auxiliary lane construction on the Old Oregon Trail which is necessary to complete the I-82/I-84 Interchange.

We agree that the proposed pavement design is adequate and approve the design as submitted.

Sincerely yours,

G. K. Hossner
for
Dale E. Wilken
Division Administrator

cc:
OSHD (F Terpin)
OSHD (G Potter)

CC D. Christensen
1-10-85

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Con 11-2
82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

January 3, 1985
IN REPLY REFER TO

HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-82-1(-) WB & EB
O'Xings of the SB Ramp of McNary Highway
Bridge Nos. 16453 & 16454
Umatilla County

We have reviewed Mr. Backstrand's submittal of December 3 for the above structures. We find your proposal for Bulb "T" structures on spread footings acceptable provided the foundations are adequate. We have not received the foundation report.

Please proceed with the design.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JAN 4 '85
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

December 19, 1984
IN REPLY REFER TO

HBR-OR/

RECEIVED
STATE HWY ENGR

DEC 21 '84

REFER TO
Hunter

FOR

Info	inves	R/D	D/R	Sign	Act	File
					X	

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project I-82-1(1)00
Bridges Nos. 16450 & 16451
UPRR O'xing - Old Oregon Trail, Umatilla County

We feel there is insufficient support for the longer structures and the wide ditch section shown in Mr. Hart's October 9 preliminary plan submittal of the above railroad bridges. Before federal funds can be committed, the two questions outlined in the enclosed Regional Office memo dated December 11 and signed by Mr. Kasza must be satisfactorily addressed.

Sincerely yours,

NOTED
E. S. HUNTER
cc Hart
Bcy's
12-26-84

Halsell
for
Dale E. Wilken
Division Administrator

Enclosures
G. M. Kasza Memo to D. E. Wilken (12/11/84)
D. E. Wilken Memo to M. E. Green (12/5/84)

cc:
OSHD (Walt Hart, Bridge)

RECEIVED
Larry
DEC [illegible] 198[illegible]
BRIDGE SECTION

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Room 412 Mohawk Building
708 S. W. Third Avenue
Portland, Oregon 97204

Subject: Oregon I-82-1(1)00
Bridges Nos. 16450 & 16451
UPRR O'xing - Old Oregon Trail
Umatilla County

Date: December 11, 1984

Reply to
Attn. of: HST-010

From: M. Eldon Green
Regional Administrator

To: Mr. Dale Wilken
Division Administrator
HBR-OR Salem, Oregon

We have reviewed your December 5, 1984 submittal for the subject bridges and agree that the Railroad Company's proposed cross-section appears to be excessive.

There are two questions that need to be resolved before the bridge layouts are approved.

First, we will need something more than a statement from the Railroad that they intend to install three additional tracks sometime in the future. In accordance with paragraph 7.a.(2) of FHPM 6-6-2-1, we need to be satisfied that the Railroad has definite plans to upgrade the Hinkle-Boardman section. We believe that a definite plan would be demonstrated by evidence from the Railroad that they have committed funds for the upgrading, e.g., bridge redesign or right-of-way acquisition.

Second, the Railroad's proposed cross-section, and in particular the ditch section, is dimensionally well beyond what is permitted by Attachment 1 of FHPM 6-6-2-1. Unless the Railroad can justify the wider ditch based on site specific engineering considerations, the lateral geometrics of Attachment 1 should govern.

Also, in regard to the Railroad's cross-section, we have no objection to 20 feet between centerlines of adjacent tracks. The Railroad has adopted this standard and are using it as their normal practice in their track upgradings or revisions.

With regard to the proposed bridge foundations, we concur with the use of spread footings throughout. The State is to be commended for selecting this well engineered and economic method of support at this location.

GMKasza
Gary M. Kasza, Director
Office of Structures

Foundations are spread footings even in the 33'-36' approach fills. Native materials are dense silty sands and dense silty sandy gravels. Careful compaction specifications will be required for fills. We feel the settlement and bearing proposed are acceptable.

We recommend approval of the shorter structure with provisions for off track maintenance.

Original Signed by
H. A. Schell
Division Bridge Engr.
Dale E. Wilken

Attachments
Hart's 10/29/84 ltr
Monson's 1/11/83 & 12/22/83 ltrs
UPRR Std Dwg 83058 & 82495
RR Resident Engr Sketch
UPRR dwg 101501
Fdn Report
State Dwg 39314, 39315 & 36208
Dwg I-82 O'Xing of UPRRSB
Dwg I-82 O'Xing of UPRRNB

Schell:rel

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-82-1(1)00
Bridge Nos. 16450 & 16451
UPRR O'xing - Old Oregon Trail Hwy
Umatilla County

Date: December 5, 1984

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. M. Eldon Green, Regional Administrator
Portland, Oregon HST-010

We are forwarding the above submission (transmitted by Mr. Hart's October 29 letter) for your review. We are having some difficulty with the railroad's request for future tracks and clearances. This railroad upgrading project has apparently been in the mill and we are attaching the Railroad's letters of January 11, 1983 and December 22, 1983 signed by D. L. Monson. Also we are including the UPRR standard drawings number 83058 dated November 16, 1981 and revised March 25, 1982 and 82495 dated February 10, 1972 and revised March 26, 1982.

The railroad resident engineer's typical section (attached) for Hinkle/Boardman tracks shows the proposed track sections. UPRR drawing 101501 which is a signal bridge shows distance of 13'- 5" between existing main line tracks and about 20' for siding tracks. It appears to us that the railroad is planning an extensive upgrade of their facility at Boardman and yet the clearance they request has not been adopted by AREA or by FHWA or the land purchased to commence the project. An approval of this project would be a precedent and influence all future main line Union Pacific projects. Please let us have your comments on this subject.

The structure proposed by the State is a 3 span post tensioned box girder. The longer railroad accomodating spans are 97-158-91 and 106-164-98 with a unit cost less 20% of \$54.58/sq ft (see drawing 39314 and 39315). The shorter spans still give the requested clearance between tracks but limit the total right-of-way to the existing section. The shorter spans are 77-149-65 and 75-157-77 with a unit cost of also \$54.57/sq ft (see 2 unnumbered drawings). We feel the shorter span structures are acceptable proposals and recommend approval.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
16452

December 13, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

RECEIVED
STATE HWY ENGR
DEC 14 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

SUBJECT: "EB" to "NB" Overcrossing of I-84
Bridge Road - Old Oregon Trail (I-84) Section
McNary (I-82) Highway
Umatilla County
BR 16452

Enclosed are two prints of Drawings 39159 and 36210 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two prints of the geometric sheet for this interchange. The other structures in this interchange, WB and EB Overcrossing (I-84) of SB Ramp, were submitted with our letter of December 3. Foundation reports will be forwarded when available.

The alignment and 32-foot roadway width are in accordance with the standards governing the project. The elevation was established to provide 17 feet of clearance over the I-84 Freeway. The length is required to span both the northbound and southbound lanes of this freeway.

Three alternate types of construction were studied for this site. The costs of these are tabulated below:

1.	4-span welded steel beams	$1,187,000
2.	5-span prestressed beams	$ 825,000
4.	4-span post-tensioned concrete box girder	$ 819,000

We are proposing the post-tensioned concrete box girder structure as the least costly and also the best structure type to be built on this curved alignment.

The I-84 traffic will be detoured around the site during the construction of the bridges in this interchange.

The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $819,000.

We request your approval of our preliminary plan.

JMT:jrb

Enclosures

cc: ✓E. S. Hunter
Gary Potter
R. A. Kuehn /w/ 1
R. D. Hector /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

[illegible]
I-82

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 3, 1984

In Reply Refer to
File No.:
DES 23
16453
16454

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

SUBJECT: WB and EB Overcrossing (I-84) of SB Ramp
McNary (I-82) Highway
Bridge Road to Old Oregon Trail (I-84) Section
McNary (I-82) Highway
Umatilla County
BRS 16453 and 16454

Enclosed are two reduced prints of Drawings 39476, 36211 and 36212. These drawings are the preliminary plan, elevation and vicinity map for these structures. Foundation reports will be forwarded when available.

These two structures represent the overcrossing of the revised SB (I-82) alignment, roadway width and grade, and are in accordance with the standards governing the projects.

Other three-span alternates were studied but were judged unsuited to the site because of short, heavy side spans and heavy abutments with wingwalls.

We recommend the alternate shown in Drawing 39476 and estimate its cost at $837,900, includes 20% Engineering and Contingencies. All bents will be founded on spread footings.

The structures will be built with bypass detours carrying the traffic on I-84 both eastbound and westbound.

The revised and approved I-82 - I-84 interchange drawing is 5-G-14 of Columbia River-(I-84) Freeway Section, McNary (I-82) Highway.

We request your approval of our preliminary plan.

GJB:jrb
Enclosures
cc /w/ enc.: ✓ E. S. Hunter
Gary Potter
R. D. Hector /w/ 1
Cam Gilmour /w/ 1
D. O. Christensen /w/ 1
John Grassman /w/ 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
16450
16451

October 29, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
OCT 30 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM:

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: UPRR Overcrossing
Bridge Road-Old Oregon Trail Highway Section
McNary Highway
Umatilla County
BRS 16450 and 16451

Enclosed are three reduced prints of Drawings 39314, 39315, 36208 and 36209 which are the preliminary plan and elevation sheets and the vicinity maps for this project. Also enclosed are three copies of the foundation report, a copy of a drawing showing the span arrangement if we spanned only the railroad's existing right of way, and a copy of the correspondence with the railroad concerning their request for the section shown on Drawing 39315.

The alignment and the 42-foot roadway widths are in accordance with the standards governing the project. The elevation and length is required to provide the 26-foot vertical clearance and to span the tracks as required by the railroad. The railroad at present does not own sufficient right of way to build this section, and we have also estimated a bridge with a length that would span only their existing right of way.

Because of the long center span needed to span the track requirements on this skew, only two alternates were studied. A three-span post-tensioned box girder and a three-span bridge with post-tensioned box girder anchor spans and cantilevers with a drop in precast prestressed Bulb-T center span. We propose the post-tensioned box girder bridge which is estimated to be slightly less expensive than the Bulb-T alternate.

The estimated of these structures, including an allowance for engineering and contingencies, is $2,046,000. The estimate for the shorter structures, required to span only the railroad's existing is $1,719,000.

We request your approval of our preliminary plan as soon as possible to permit us to apply for a P.U.C. order.

JMT:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
Don Adams
R. D. Hector /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1
Roger Trygstad

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Bruce Boyd
Don Adams
Walt Hart

DATE: October 26, 1984

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Status Report
Power Line Road-Old Oregon Trail Sections
I-82

NOTED
E. S. HUNTER

Power Line Road-Bridge Road:

Cost estimate: $5 million, FAI funds

Final plans complete: 1-1-85

Right of Way Clearance: 4-1-85

Bridge plans complete: 6-1-85

PS&E: 7-1-85

Bridge Road-Old Oregon Trail:

Cost estimates: $11.5 million, FAI funds

Final plans: 2-1-85

Bridge plans: 6-1-85

PUC permits clear: 6-1-85

Right of Way Clearance: 4-1-85

PS&E: 7-1-85

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Info	Inves	R/D	D/R	Sign	Act	File

Both of these FAI funded projects can be PS&E'd by June of '85.

Please establish a priority on these I-82 projects to hold that schedule.

JHV:bn

cc: E. S. Hunter
R. D. Hector
D. O. Christianson

81-125-1387

Contains Recycled Materials

T-52

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

DATE: October 24, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Frank E. Terpin

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Widening on Old Oregon Trail Highway
Bridge Road-Old Oregon Trail Highway Section
McNary Highway
Umatilla County

Submitted herewith is a surfacing design for the subject section. This project is to be funded with FAI-4R money as part of the Bridge Road-Old Oregon Trail Highway Section (Unit 4 of McNary Highway project).

This work involves constructing auxiliary lanes on the Old Oregon Trail Highway between Meadow Valley Interchange and the proposed I-82 Interchange (W.B. Sta. 882± - 905±, E.B. Sta. 900± - 927±) as part of the Bridge Road-Old Oregon Trail Highway Section. This surfacing design will be used up to the ramp gore points and for drop lanes beyond the exit ramps in both directions. The area of the existing shoulders will become 12-foot travel lanes with 6-foot shoulders.

Your approval of this surfacing design is requested.

If any questions should arise, they will be promptly answered.

RECEIVED
STATE HWY ENGR
OCT 26 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FET:RTN:ge
Attachment

cc E. S. Hunter

Form 734-3122

SERIES TITLE:

Construction Contracts

LAST RECORD IDENTIFICATION:

10, 149 (1985)

Oregon Micro-Imaging, Inc.

OMI

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